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DOT HS-801 693

PE 246-368

REVIEW AND ANALYSIS OF ASAP ENFORCEMENT EFFORTS VOLUME 3

Contract No. DOT-HS-4-00938

August 1975

Final Report

PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

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1. Report No. DOT-HS -801 693	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Review and Analysis of ASAP Enforcement Efforts Volume 3		5. Report Date August 1975	6. Performing Organization Code
7. Author(s) Planning and Human Systems, Inc.		8. Performing Organization Report No.	
9. Performing Organization Name and Address Planning and Human Systems, Inc. 3301 New Mexico Avenue, N.W. (Suite 252) Washington, D.C. 20016		10. Work Unit No. (TRAIS)	11. Contract or Grant No. DOT-HS-4-00938
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration 400 Seventh Street S.W. Washington D.C. 20590		13. Type of Report and Period Covered June 1974-July 1975 Final Report	
14. Sponsoring Agency Code			
15. Supplementary Notes			
<p>16. Abstract</p> <p>This Final Report recapitulates and summarizes the work of a contract on Review and Analysis of ASAP Enforcement Effort. The major sections of the report are contained in four volumes.</p> <p>Volume 1, <u>Methods for Recording the Behavior of Drinking Drivers</u>, describes the recording function of ASAP enforcement in terms of video tape recording, audio recording and the forms and documents which are used.</p> <p>Volume 2, <u>Sobriety Testing</u>, includes information on psychomotor tests, pre-arrest breath screening and evidentiary testing with emphasis on the last topic.</p> <p>Volume 3, <u>Deployment Strategies</u>, addresses the general question of how personnel and equipment were deployed for maximum enforcement effectiveness. This volume is primarily focused on administrative topics in contrast to the other three which are devoted to certain operational aspects of enforcement.</p> <p>Volume 4, <u>Overall Enforcement</u>, addresses the process of enforcement in sequential terms with chapters devoted to detection, apprehension, transport, incarceration, testimony and adjudication.</p> <p>This Final Report is based on information collected between September 1974 and March 1975 in 22 of the 35 ASAP enforcement countermeasures. The first chapter of each volume consists of a summary of the factual information encountered in the 22 sites. This is followed by conclusions and recommendations.</p>			
17. Key Words ASAP; police deployment; alcohol detection; alcohol recording; drinking driver.		18. Distribution Statement Document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classif. (of this report) UNCLASSIFIED	20. Security Classif. (of this page) UNCLASSIFIED	21. No. of Pages 182	22. Price

FOREWARD

The report contained herein, as well as the other 25 generated in this effort, is the end result of 14 months of technical research and empirical observation undertaken by the staff of Planning and Human Systems, Inc., in accordance with the requirements set forth under U.S. Department of Transportation Contract Number DOT-HS-4-00938. In the course of carrying out prescribed work requirements, researchers visited a total of 22 Alcohol Safety Action Project (ASAP) site locations and upward of 50 individual law enforcement agencies of varying sizes throughout the continental United States.

The following members of the P&HS professional staff were instrumental in accomplishing this task:

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ACKNOWLEDGEMENTS

The research staff of Planning and Human Systems, Inc., gratefully acknowledges the cooperation extended by the many agencies and individuals who contributed information solicited in the course of this survey. The process of naming each of the contributors, although perhaps desirable, is however a physical impossibility. It is necessary, therefore, to restrict specific recognition to those persons without whose authoritative approval, assistance, cooperation, and guidance this project would have been infinitely more difficult. In alphabetical order by site location they are:

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Massachusetts (Boston)

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Harry Robertson, Chief, Brooklyn Park Police Department
Captain Bert Merfeld, Edina Police Department
William Proetz, Chief, Hopkins Police Department
Robert Burlingame, Chief, Maple Grove Police Department
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The able assistance and direction provided by the staff of the Police Traffic Services Branch, National Highway Traffic Safety Administration, U.S. Department of Transportation, is sincerely appreciated. We are particularly indebted to Mr. Richard R. Frederick, Police Traffic Services Branch, whose expertise and technical advice significantly contributed to the overall success of the project.

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PREFACE

Purpose

The purpose of U.S. Department of Transportation Contract Number DOT-HS-4-00938 was "to obtain in-depth background information consistent with the objectives stated on ASAP enforcement activity to supplement summary reports and analytic studies currently required." In addition to other work requirements specified, the contractor was responsible for submission of a "separate, comparative evaluation of the development strategies and patrol configurations" as applied by the enforcement countermeasures of 22 Alcohol Safety Action Projects (ASAP's). This report is intended to document the relative deployment strategies and patrol configurations as practiced by ASAP enforcement countermeasures at the time when the actual site visits were conducted.

Scope

Law enforcement agencies participating in the enforcement countermeasures of 22 ASAP's scattered throughout the continental United States were surveyed. In the process, individual members of the research staff were able to devote an average of 4½ days to each specific ASAP site, during which the necessary interviews and observations were carried out. Although the survey focused on the ASAP enforcement countermeasures, non-enforcement personnel of the ASAP staffs, as well as of the criminal justice system in general, were also called upon to provide input whenever appropriate.

Design and Purpose of Alcohol Safety Action Projects

On the premise that drunk driving continues to be the greatest single menace to human life and safety on the nation's highways, the National Highway Traffic Safety Administration focused its attention on efforts to reduce this problem and conceived an Alcohol Countermeasures Program whereby 35 Alcohol Safety Action Projects (ASAP's) were to be established in as many states (Fig. I). These projects were based on "a new understanding of the nature of the drinking-driving problem in highway fatalities. The ASAP concept was designed as a systems approach to surround the problem drinker with a set of countermeasures designed to identify him on

ALCOHOL SAFETY ACTION PROJECTS (ASAPs)

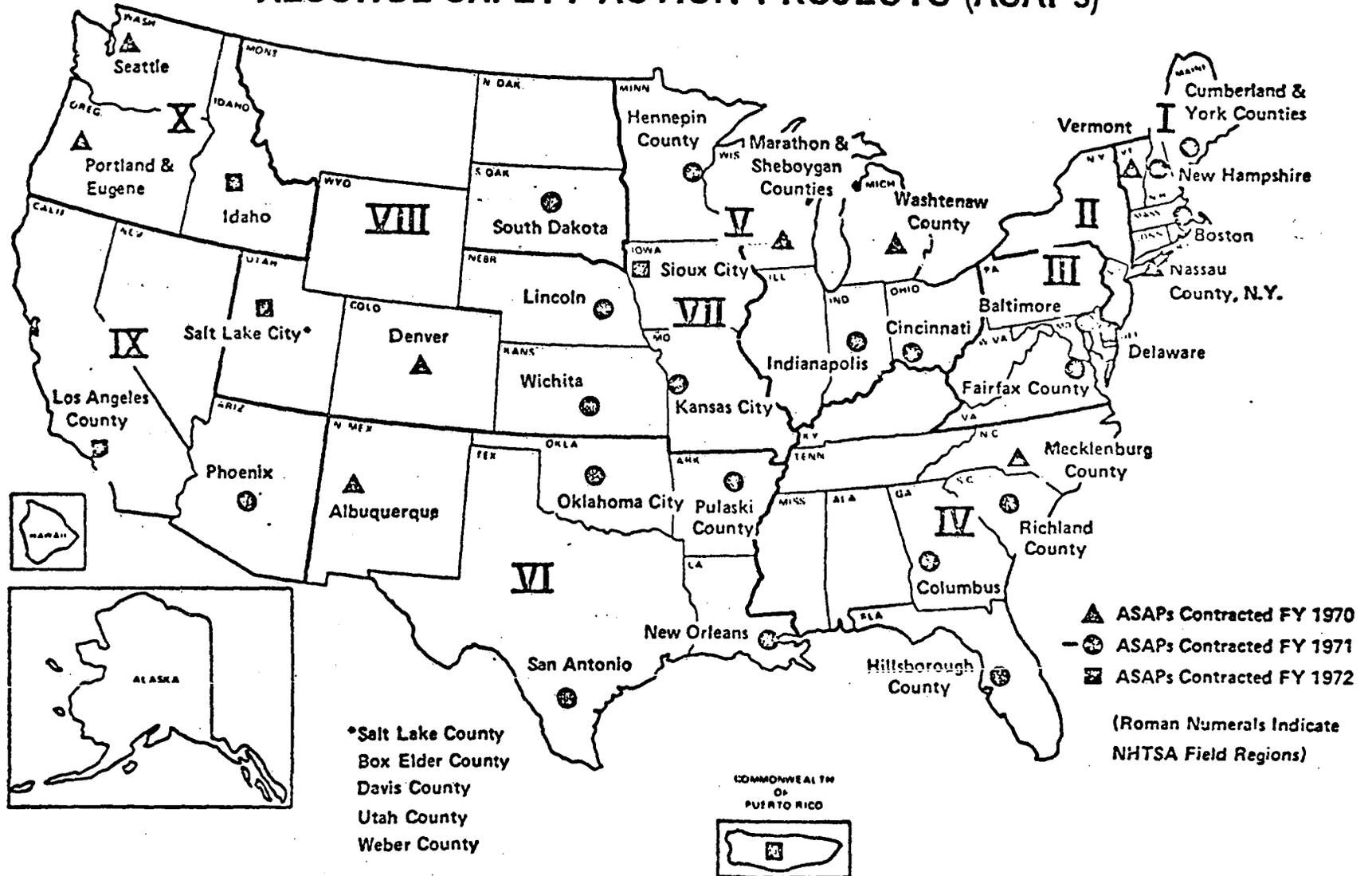


Figure I

the road, make decisions regarding rehabilitative procedures, and then take action to put these measures into effect. At the same time, the program was planned to deter the social drinker by well-publicized increases in enforcement efforts, and by providing the social drinker who controls his use of alcohol with information he requires to better regulate his drinking and driving."*

Fundamentally, these ASAP's had three major objectives:

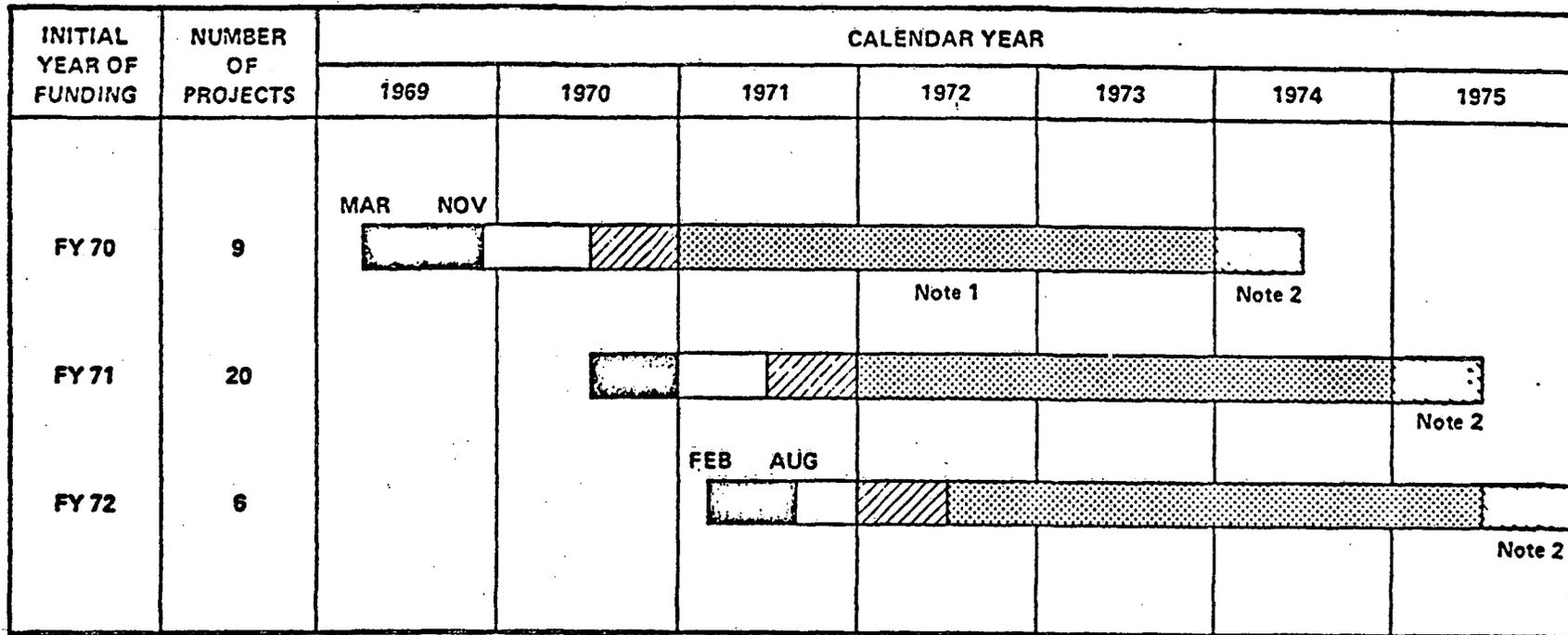
- To demonstrate the feasibility and practicability of a systems approach for dealing with the drinking-driving problem and, further, to demonstrate that this approach can save lives;
- To evaluate the individual countermeasures within the limits permitted by the simultaneous application of a number of different countermeasures at the same site; and especially,
- To catalyze each state into action to improve its highway safety program in the area of alcohol safety.

ASAP countermeasures encompassed the following interdependent areas: (1) Enforcement, (2) Judicial, (3) Rehabilitation, and (4) Public Information and Education. In addition to these countermeasures, of course, each ASAP was required to meet its obligations toward effective project management and meaningful project evaluation.

The 35 Alcohol Safety Action Projects were initiated in three groups. Each was implemented in five phases as shown in Figure II. Nine began operations in January 1971; twenty in January 1972; and a final group of six commenced operations between July 1 and October 1, 1972. These ASAP's differed widely in geographic and demographic characteristics; some were state-wide in their application, but most were restricted to a specific political subdivision of a state. Each ASAP contract provided for an operation period of three years or less. At the present time, at least half of the original 35 ASAP's have ceased to operate under federal funding, since their contracts with the NHTSA have expired.

*Alcohol Safety Action Projects: Evaluation of Operations - 1972, Vol. III: Project Descriptions (Washington, D.C.: U.S. Department of Transportation, National Highway Traffic Safety Administration).

ASAP SCHEDULE



-  SITE SELECTION AND APPLICATION
-  PROPOSAL DEVELOPMENT PHASE
-  PROJECT INITIATION PHASE
-  OPERATIONAL PHASE
-  FINAL REPORTING PHASE

Note 1. Operational period varies in ASAPs (9)

Note 2. Reporting period varies in ASAPs (35)

Figure II

The Enforcement Countermeasure

Each Alcohol Safety Action Project was supported by one or more law enforcement agencies, which, in turn, had been allocated a prescribed amount of federal monies. This permitted the agencies to commit the appropriate personnel and equipment resources to the effort of identification and apprehension of the drinking driver. Each participating law enforcement agency, in proportion to the amount of federal funding provided, was able to field a given number of additional officers, vehicles, and appurtenant equipment for the duration of the contract. The agencies usually followed one of two general plans in structuring their approach to the operational implementation of this selective enforcement countermeasure:

- Formation of a separate, distinct unit (usually under the direction of the Traffic Bureau) whose members were primarily responsible for enforcement of drunk driving and related statutes, with secondary emphasis on general traffic enforcement; or

- Utilization of regular patrol officers who undertook drunk driving enforcement as an extra-duty function and therefore were generally compensated at overtime rates or received a predetermined hourly wage. These officers usually volunteered for this assignment on a day-by-day basis.

Theoretically, police administrators were to evaluate and plan the most effective and productive strategy to be employed by which the dilemma of the drinking driver might be held in check and perhaps even show signs of receding.

In accordance with one of the major objectives of the ASAP concept (to demonstrate that the approach can save lives), it was incumbent upon the participating law enforcement agencies to work toward an overall reduction within their jurisdictions of those motor vehicle accidents where the consumption of alcohol was causative or where it was involved in any manner. Additionally, a gradual reduction in the average blood-alcohol concentration of drinking drivers and a general decrease in the number of drinking drivers were basic goals of the enforcement countermeasures.

The obvious means to these ends and detection and arrest of those who violate the drunk driving laws, under the presupposition that, as the probability of arrest increases for these offenders, the occurrence of such violations (and possible attendant motor vehicle accidents) is apt to decrease. The officers of the ASAP enforcement countermeasure were expected to contribute significantly to an overall increase of drunk driving arrests, as a result of concentrating primarily on that specific offense while patrolling those areas which had shown a high incidence of intoxicated drivers.

Basically, in a comparison of individual ASAP sites, the enforcement process varied little. The activity flow depicted in Figure III, as applied to the offense of Driving While Intoxicated, is relatively consistent in its general applicability to ASAP enforcement countermeasures as a whole.

Objectives of This Study

This study concerns itself with processes, methods, and techniques employed by ASAP enforcement countermeasures of 22 ASAP's to develop a viable patrol deployment and strategies plan whereby drinking drivers may be identified and by means of their subsequent arrest, be introduced into the criminal justice system. These measures include the following:

- Development, distribution, and utilization of alcohol-related crash data to determine high accident incident occurrence locations for unit assignment.
- The characteristics of the participating law enforcement agencies;
- The extent and degree of communication between the participating law enforcement agencies and the Alcohol Safety Action Project in the evaluation of patrol strategies and ASAP patrol deployment.

In keeping with contract requirements, a variety of data were gathered relative to the patrol deployment and strategies methodology currently in effect at each individual ASAP enforcement countermeasure which had been selected for examination. The collection of pertinent documents in conjunction with empirical observation and comparison was expected to present a factual depiction of the present structure of that methodology.

THE POLICE ENFORCEMENT PROCESS FOR THE
OFFENSE OF DRIVING WHILE UNDER THE INFLUENCE

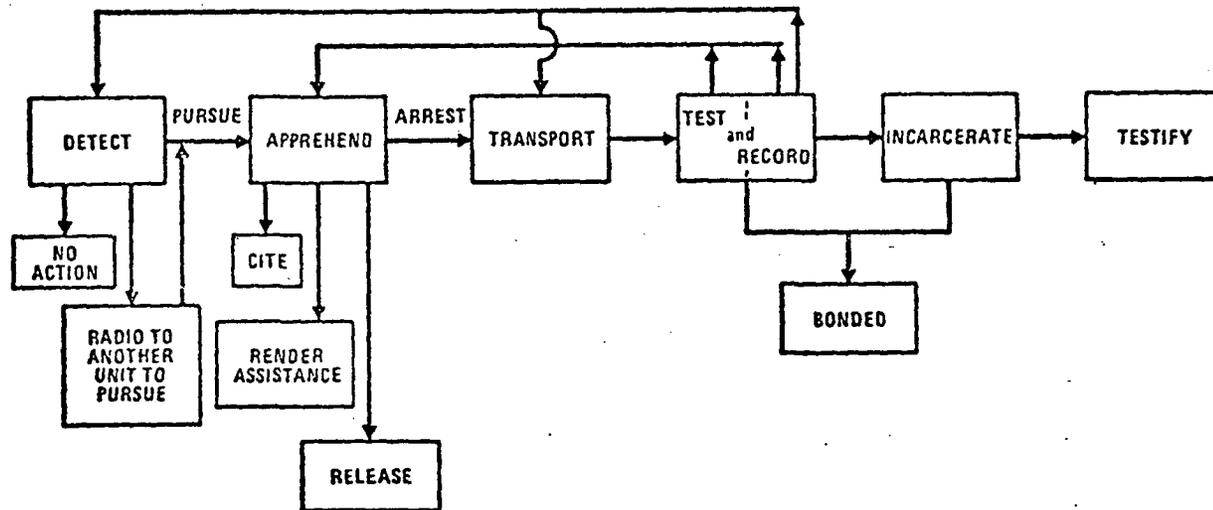


Figure III

Methodology Overview

In order to accomplish the objectives defined in the Request for Proposal disseminated by the National Highway Traffic Safety Administration, two researchers were assigned the task of conducting the required site visits and collecting as much data as could be obtained at each which specifically related to the existing enforcement countermeasures. Both researchers were former law enforcement officers, and each had prior active experience with alcohol enforcement countermeasures.

An important facet of this survey dealt with actual observation and evaluation of the manner in which law enforcement officers - engaged principally in the enforcement of applicable drunk driving laws - carried out their duties, from the point of initial detection of a drinking driver until his incarceration or ultimate release from custody. To do this, the researchers accompanied ASAP patrol officers during their normal tours of duty, and at the same time encouraged individual officers to express their own feelings concerning positive or negative aspects of the indigenous Alcohol Safety Action Project, law enforcement agency, and enforcement countermeasure. Suggestions and recommendations of all kinds pertaining to these areas of interest were also solicited.

A comprehensive Field Survey Instrument (questionnaire) was developed by the project staff as an aid in data collection. This FSI was intended to encompass, in detail, all phases of drunk driving enforcement, from detection through incarceration and beyond, including court disposition of offenders and the effect of the latter on enforcement activities. After the first ASAP site had been surveyed, however, it became clearly evident that the FSI originally conceived was in need of a major overhaul. The final questionnaire was even more comprehensive and, in the opinions of its creators, a far more useful instrument for the purpose of the survey.

In addition to information elicited by means of the Field Survey Instrument, the researchers were to secure all available forms and documents, including policy statements when possible, from law enforcement agencies participating in the alcohol enforcement countermeasure.

The total data thus acquired (and the impressions gained from lacunae), in combination with inferences made by the researchers in accordance

with their personal experiences, provided the grist for the reports which followed - including that presented in this format - in keeping with the work requirements of this contract.

No hard and fast rules were applied to the manner in which the information-gathering process was addressed, aside from the specific guidelines prescribed by the NHTSA. The two researchers, armed with the Field Survey Instrument, their previous experience, and clear objectives concerning the types of data which were to be collected, ventured into the diverse and often perplexing world of alcohol enforcement countermeasures with the hopes of attaining their goals in the most tenable fashion. Field conditions, however, presented unexpected ambiguities without regard for preconceived plans and logical expectations.

It was discovered, for example, that it is one thing to establish well-defined standards for data collection, but quite another to see them through. More often than not, these standards proved to be excessively ambitious when applied to real situations. Frequently, complete documentation was simply not forthcoming. To the uninitiated, this observation may come as a surprise and prompt a certain amount of skepticism, but from those readers who have had extensive dealings with law enforcement agencies (or any other entrenched bureaucracy) - in a similar setting - it will probably evoke a knowing and melancholy nod of empathy. For the present, it is sufficient to point out that - in many situations - a great deal less documented information than was originally hoped for could be collected. It is important to mention here that the researchers had neither the time necessary nor the authority required to insist upon complete fulfillment of documentary requisites; this was a matter which depended upon the preparedness and willingness to cooperate to each individual ASAP. At each site, Project management and officials of the enforcement countermeasure were imbued with a clear understanding of the purpose and intent of this survey, and were expected to respond appropriately. Those sites which were consistently synergetic in responding to the documentary criteria established for the survey will become readily apparent to the reader, in contrast to those which may have been somewhat less than solicitous.

A serious handicap which faced the researchers was that of timing. Site visits to 20 of the ASAP's were undertaken between September and

December 1974. At each of these 20 sites, the contractual agreement for federal funding was set to expire by December 31, 1974. In the course of the on-site survey, therefore, it became quickly evident in some locations that no additional federal monies were expected to sustain operations of the ASAP beyond contract termination. In practically all of these situations, there appeared to be little, if any, planning for continuation of the special enforcement effort by the local jurisdiction, and members of the ASAP staff - along with personnel of the enforcement countermeasure - often conveyed an aura of resignation to the inevitable conclusion of the Project. Wherever such conditions prevailed, it became frequently apparent that enthusiasm and interest relative to the ASAP concept and purpose were on the wane, and thus there was a tendency to greet the survey rather morosely. (Some Project Directors expressed open resentment of the fact that their ASAP's had been included in this survey.)

The preceding is offered in the hope that it may be of assistance in providing an insight into some of the constraints imposed upon the researchers. By no means does it encompass all of the varied and extensive factors which had a bearing on the outcome of this survey. Those will be cited in appropriate detail in the pertinent sections of the reports generated by this effort.

SUMMARY

Introduction

This part of the report summarizes information on patrol deployment and strategies gathered at 22 ASAP sites between September 1974 and March 1975. It is divided into two major sections.

The first one provides general summary information on the enforcement countermeasures. Characteristics of the 72 participating law enforcement agencies which are covered include requirements for officer applicants, starting salaries, and the number of ASAP officers per agency and per site. In general, this section addresses questions related to the officers: how they are selected, how they are trained and how they are equipped for ASAP duty.

The second section presents information on three major strategies which have been used to achieve enforcement goals. However, most of this section is devoted to a summary of facts related to patrol deployment in the enforcement countermeasures which were visited.

Topics include the use of data on alcohol-related crashes in patrol deployment, criteria for patrol sector determination, the surveillance of areas with high probability of producing DWI arrests, the degree of restriction on patrol units in choosing their patrol areas, comparisons and contrasts of daily and weekly patrol schedules and the variations in the time an officer requires to effect a DWI arrest. Pre-ASAP and current estimates of arrest times are described and compared.

SUMMARY

The Enforcement Countermeasure: General Information

This section presents general information on the enforcement countermeasure in the 22 sites surveyed including the number of enforcement agencies per site and facts about ASAP officers and the vehicles and other equipment use. Such data provides a basis for the discussion of patrol deployment which follows.

While most ASAP sites visited had only one or two law enforcement agencies involved in the countermeasure a few had larger numbers. Below are the sites with one, two and four agencies. The number in parentheses refers to the number of ASAP officers.

Sites with One Enforcement Agency

Cincinnati Police Dept. (12)
Columbus, Georgia Police Dept. (20)
Indianapolis Police Dept. (22)
Kansas City, Missouri Police Dept. (7)
Lincoln, Neb. Police Dept. (7)
New Hampshire State Police (11)
New Orleans Police Dept. (16)
Oklahoma City Police Dept. (31)
Phoenix Police Dept. (11)
San Antonio Police Dept. (15)
Vermont State Police (8)

Sites with Two Enforcement Agencies

Baltimore City Police Dept. (9)
Maryland State Police (8)
Boston Police Dept. (11)
Massachusetts Registry of Motor Vehicles (20)
Los Angeles County Sheriff's Dept. (12)
Covina Police Dept. (5)
Richland County Sheriff's Office (6)
Columbia, South Carolina Police Dept. (5)
Tampa Police Dept. (12)
Florida Highway Patrol (10)

Sites with Four Enforcement Agencies

Little Rock, Arkansas Police Dept. (9)
North Little Rock Police Dept. (5)
Jacksonville Police Dept. (3)
Arkansas State Police (7)
Salt Lake City Police Dept. (4)
Salt Lake County Sheriff's Office (2)
Ogden Police Dept.
Utah Highway Patrol (13)

There are four sites which had five or more enforcement agencies involved in enforcement efforts. They are:

Fairfax County, Virginia

Fairfax County Police Department (5)
Fairfax City Police Department (1)
Falls Church Police Department (1)
Herndon Police Department (1)
Vienna Police Department (1)

Cumberland - York County, Maine

Maine State Police (12)
Brunswick Police Department (1)
Portland Police Department (2)
Sanford Police Department (1)
Scarsborough Police Department (1)
South Portland Police Department (1)
Westbrook Police Department (1)

South Dakota

Aberdeen Police Dept. (1)
Rapid City Police Dept. (3)
Sioux Falls Police Dept. (3)
Brookings Police Dept. (1)
Huron Police Dept. (1)
Mitchell Police Dept.
Watertown Police Dept. (1)
Pierre Police Dept. (1)
Vermillion Police Dept.
Yankton Police Dept.
Cheyenne River Police Dept. (1)
Pine Ridge Police Dept.
Brookings County Sheriff's Office (1)
Tripp County Sheriff's Office
South Dakota Highway Patrol (5)

Hennepin County, Minnesota

Minneapolis Police Dept. (6)
Hennepin County Sheriff's Office (4)
Minnesota Highway Patrol (3)
Brooklyn Center Police Dept. (1)
Brooklyn Park Police Dept. (2)
Edina Police Dept. (2)
Golden Valley Police Dept. (2)
Hopkins Police Dept. (2)
Maple Grove Police Dept. (1)
Mound Police Dept. (1)
New Hope Police Dept. (2)
Plymouth Police Dept. (2)
Richfield Police Dept. (2)

Hennepin County, Minnesota (continued)

St. Louis Park Police Dept. (2)
S. Lake Minnetonka Police Dept.
Eden Prairie Police Dept. (1)

Among the 72 law enforcement agencies in the 22 ASAP enforcement countermeasures included in this study, 19 agencies had only one ASAP officer and ten had two ASAP officers at the time they were visited. The median agency had four ASAP officers. The agencies with the largest number of ASAP officers were the Oklahoma City Police Department with 31, the Indianapolis Police Department with 22, and the Columbus, Georgia Police Department with 20. The Massachusetts Registry of Motor Vehicles had the equivalent of 20 ASAP positions covered by officers working overtime.

The average site in this survey had one to two law enforcement agencies involved in the ASAP enforcement countermeasures. Some 360 ASAP officers (or full-time equivalents) were on duty in the 72 law enforcement agencies at the time of the site visits. The average (mean) number of ASAP officers per countermeasure was 16.

The large majority of the agencies had relatively few ASAP officers. Only seven of the 72 law enforcement agencies reported more than a dozen officers assigned to ASAP duties.

The participating law enforcement agencies showed only minor variations in their minimum requirement for officer applicants. Most required at least a high school diploma, and most required trainees to be 21 years of age although a few accept trainees who are 20. Some set maximum ages such as 30, 31 or 34. Examples of minimum height requirements are 5'6" for the Phoenix Police Department, 5'7" for the San Antonio Texas Police Department and 5'8" for the New Orleans Police Department. The Oklahoma City Police Department sets a minimum height requirement at 5'4" for women applicants. Most agencies required both written and physical examinations, and some required residency in the local jurisdiction. A few had requirements such as polygraph test and/or a physical agility test, and some had corrected or correctable minimum vision requirements.

At least a dozen sites had enforcement agencies which encouraged officers to advance their formal educational level. The Phoenix Police Department reimburses the officer for tuition and books, and Los Angeles County deputies get a pay raise on completing requirements for a degree. Educational incentives programs were reported in effect in agencies at less than half of the sites visited.

A number of hours of entry instruction offered to police trainees in participating agencies varied from 320 to 1,000 hours of training. The median amount of basic training was 640 hours or 16 weeks.

Agencies in only half of the sites indicated that in-service training was conducted on a regular basis, and the average amount of time devoted to in-service training per year was about 40 hours in these agencies.

Starting salaries for new officers in the agencies reporting this information ranged from \$7,200 in Pulaski County, Arkansas to \$13,260 in Los Angeles County, California. The median starting salary was \$9,400 in the agencies responding. The range of probationary periods for new officers was six months to 18 months with a majority of the agencies reporting a probationary period of one year. Six sites reported that all officers were covered under city or state Civil Service; two others reported that at least one agency in the countermeasure offered Civil Service protection to its officers.

Six of the 22 sites reported that ASAP duty was handled by officers working overtime or by frequent rotation. Fifteen sites reported that volunteers were solicited, but only six sites reported that a minimum amount of experience was required for ASAP duty. Twelve sites indicated the performance record of officers being considered for ASAP duty was examined. Most sites reported that the Chief of Police or other Chief Executives of the agency made the final selection of ASAP officers; sometimes these decisions were made in conjunction with, or on the recommendation of the ASAP enforcement supervisor.

The most important equipment of the ASAP enforcement countermeasures consists of patrol sedans, mobile vans and motorcycles. Pulaski County,

Arkansas had the largest number of ASAP patrol sedans, the four agencies in the countermeasure had 24 marked vehicles at the time the site was visited. The other extreme was represented by the Phoenix Police Department with one marked sedan for the site. The median number of ASAP patrol sedans per site was ten. Two other sites with large numbers of ASAP vehicles were Tampa, Florida with 21 and Indianapolis, Indiana with 20 marked sedans. Unmarked ASAP sedans were uncommon; the largest number were the ten purchased by the New Orleans Police Department.

Most of the countermeasures reported that the ASAP patrol sedans were equipped with (red or blue) rotating or pulsating beacons and electronic sirens, but only 12 sites reported that vehicles were equipped with spotlights, and only eight sites reported that transporting vehicles had protective screens or shields. Most of the countermeasures reported that ASAP vehicles were equipped with fixed (rather than mobile-portable) transceivers. Eight sites reported that ASAP sedans contain accident investigation equipment such as pedometers, tape measures, chalk and report forms.

The Phoenix Police Department was the only agency included in this study which used motorcycles for ASAP patrol purposes. Thirteen were purchased and ten were used for daily patrol purposes.

Seven of the 22 sites reported ASAP use of mobile vans. In five of these sites the vehicles were used as mobile/stationary testing facilities. A common practice was to station the van at a central location during patrol hours where it could supplement other testing facilities and reduce transport and processing time for ASAP officers. The one van of the Vermont countermeasures was used primarily for roadside surveys. In San Antonio, Texas, the one van was used for public information and educational displays. The five sites using mobile vans as testing facilities and the number of vans which were in service are listed below:

- Hennepin County, Minnesota (5)
- New Orleans, Louisiana (3)
- Indianapolis, Indiana (2)
- Oklahoma City, Oklahoma (2)
- Fairfax County, Virginia (2)

All of the vans are equipped with breath testing and support equipment. In Hennepin County, Minnesota and Oklahoma City, Oklahoma, the van is staffed by a sworn officer who is a licensed breath operator. In New Orleans, Louisiana, a corrections officer/breath examiner is assigned to the van, and in Indianapolis, Indiana, a policewoman serves as both driver and breath analyst. In Fairfax County, Virginia, a two-man crew consists of an officer/driver and a medical technician who may take blood samples when this is selected as an option by the suspect.

This section has summarized the factual information gathered during the survey on the selection and training of ASAP officers and the equipment with which they work.

SUMMARY

ASAP Patrol Strategies and Deployment

The previous section described the ASAP personnel and equipment encountered in the sites surveyed. This section addresses questions of how the men, vehicles and other equipment were deployed, and the strategies involved.

Three major strategies are available to ASAP enforcement countermeasures: the surveillance of known DWI offenders, roadblocks, and the use of special ASAP enforcement teams deployed in critical time periods in areas where there is a high probability of effecting DWI arrests.

Fourteen of the 22 sites reported that roadblocks are not used. South Dakota and Vermont reported that roadblocks are used. The Salt Lake City Police Department and the Arkansas State Police (in Pulaski County) also reported that roadblocks were used by their agencies (but not by other agencies in the respective enforcement countermeasures). The Arkansas State Police found that public opinion was favorable, but roadblocks are no longer utilized due to poor cost-effectiveness. In Vermont, public reaction was reported as "not adverse." The South Dakota ASAP found that roadblocks were not as cost-effective as other strategies. Four sites did not provide information about roadblocks.

South Dakota was the only site to report that surveillance of known DWI offenders had been put to omitted use. It was apparently done in the process of exploring possible enforcement strategies.

It was the third strategy of deploying special enforcement teams with the primary objective of DWI arrests that occupied practically all of the enforcement effort in the sites visited. The remainder of this section will be devoted to describing the various facets of patrol deployment for selective DWI enforcement.

There are various dimensions to the problem of effective ASAP patrol deployment. The long-term objective is generally to reduce alcohol-related accidents, and the short-term objective is to increase the numbers of DWI arrests. The immediate goal of patrol deployment, then, is to utilize the personnel and equipment available to produce the largest possible number of DWI arrests of good quality, i.e. with sufficient evidence to convict the drunk driver.

Only twelve of the 22 enforcement countermeasures reported that analyses of alcohol-related crashes were undertaken. For the most part, they referred to studies carried out by ASAP evaluation units. However, only five sites reported that findings of alcohol-related crash data were utilized in determining ASAP patrol deployment.

In Tampa, Florida, copies of all accident reports go to the analytical section of the evaluation unit where they are coded according to whether they are alcohol-related or not. From this data a grid map is published and distributed. In Baltimore, the Traffic Analysis Section of the Planning and Research Division of the Baltimore Police Department has the responsibility for analyzing alcohol-related crashes. It prepares a monthly summary of such crashes and also a summary of summons issued for ability impaired. Copies of both reports are sent to the Sergeant of the ASAP unit. In Oklahoma City, the ASAP enforcement supervisor reviews the reports containing alcohol-related crash data, and this presumably has an influence on patrol deployment.

In South Dakota, analyses of alcohol-related crashes includes city spot maps and breakdown by county done by the ASAP evaluator. These go to the ASAP enforcement coordinator on a regular basis. In San Antonio, Texas, it is the Accident Prevention Bureau of the Traffic Division of the San Antonio Police Department which conducts analyses of alcohol-related crashes. These reports are reviewed and high accident areas are determined. Time and manpower of the Selective Traffic Enforcement Program is assigned accordingly.

Each of the enforcement countermeasures must address the problem of identifying areas in its jurisdiction where there is a high probability of making DWI arrests. Eight sites provided no indication of how such high probability areas are determined. The remaining sites were equally divided among those which rely on informal procedures and personal judgments and other sites which indicated that such areas are determined by more formal and analytical procedures.

Typical responses from sites favoring informal approaches to the problem were that high probability areas were determined by "individual experience of officers," "police patrol experience and judgement," "officer experience" and "personal knowledge." The sites which determined such area by use of more objective data reported major considerations to be:

- Analytical studies, pin map (Tampa, Florida)
- Statistical analysis, pin map (Lincoln, Nebraska)
- Surveys of alcohol-related accidents and other factors (Cumberland-York County, Maine)
- Alcohol-related crashes and heaviest traffic (Sheriff's Department, Richland County, South Carolina)
- Density of drinking establishments (San Antonio, Texas)
- Accident reports, spot maps, number of bars (New Orleans, Louisiana)
- ASAP baseline data and pin map (Indianapolis, Indiana)

A large majority of the sites visited reported surveillance of high probability areas by ASAP patrols, but Pulaski County, Arkansas and Phoenix, Arizona reported little or no patrol activity determined by or related to such areas.

The sectors of the jurisdiction which are to be covered by ASAP patrols were found to be most frequently determined by the enforcement coordinator. In the case of Fairfax County, Virginia the sectors of the county which are to be patrolled are defined in the agreement between the ASAP and the Fairfax County Police Department. In Indianapolis, Indiana, the ASAP and the Traffic Analysis Section of the Indianapolis Police Department jointly agreed on sectors of the metropolitan area to be patrolled based on records of numbers of accidents, traffic volume, and number of OMVUI (operating a motor vehicle while under the influence) arrests.

In Phoenix, Arizona, it was reported that the statisticians in the evaluation unit at Arizona State University determined the ten sectors which were originally patrolled. Since March 1974, only two of the sectors have been covered.

Whether an ASAP officer is restricted to a specific patrol sector varies considerably from site to site. In Vermont, patrols must stay within county lines. Other sites which restrict the officer to a specific sector are Tampa, Florida; Indianapolis, Indiana; Boston, Massachusetts; Kansas City, Missouri; Lincoln, Nebraska and San Antonio, Texas.

Most of the sites reported that the areas most heavily patrolled contained bars, taverns, and entertainment centers. However, the New Hampshire

countermeasure reported that the entire state is covered by rotation, and the Maine State Patrol reported that it covers eleven designated areas of Cumberland-York County. Nevertheless, the most common practice reported was to concentrate on major arteries with alcoholic attractions such as nightclubs, package liquor stores, and drinking establishments.

In the sites which were visited, the most common practice was to allow officers a certain amount of latitude in choosing patrol areas. In Indianapolis, Indiana, it was reported that ASAP officers were assigned to one of the three sectors: 1) north of 16th Street, 2) south of 16th Street, and 3) city-wide. Officers were relatively unrestricted in choosing their patrol areas within their assigned sector. Lincoln, Nebraska is an example of a more strictly defined approach to patrol areas. There each patrol car was assigned to a 20 x 30 block area which was changed every 15 days.

In general, accident investigations took up little of the ASAP enforcement effort in the sites visited. The two sites which reported the greatest attention devoted to accident investigations were Pulaski County, Arkansas, with about six investigations per month and Salt Lake City, Utah, with approximately five per month. In Tampa, Florida, ASAP officers do not investigate accidents unless they volunteer to do so. And in Indianapolis, Indiana, ASAP officers investigate accidents only if they happen to be observed or if police manpower is short.

Effective patrol deployment requires not only that enforcement resources be focused on areas most likely to yield DWI offenders; it also requires that patrolling be carried out in time periods when arrests are most likely. Despite local and regional variations, some generalizations can be made about ASAP enforcement schedules in the sites which were visited.

The patrol schedules which were reported varied from 6 to twelve hours in length with the most common patrol period being 8 hours. Starting times varied from 4:00 p.m. to 9:00 p.m. Half of the 22 sites reported that ASAP patrols started at 7:00 p.m., 7:30 p.m., or 8:00 p.m. Six sites started at 9:00 p.m.

The sites which start patrolling the earliest also have the longest patrol periods. For example, the Vermont schedule at the time of the site visit was 4:00 p.m. to 4:00 a.m. Wednesdays through Saturdays. In Tampa,

Florida, the patrol schedule was from 5:00 p.m. to 4:15 p.m. everyday except Wednesday when the schedule was 1:00 p.m. to 12:15 a.m. And in Columbus, Georgia the schedule was 5:00 p.m. to 3:00 a.m., Monday through Sunday.

Five of the six sites with ASAP patrol schedules which begin at 9:00 p.m. and end at 5:00 a.m. The sixth is Hennepin County, Minnesota, where the schedule is 9:00 p.m. to 3:00 a.m. In terms of days of the week, the most common schedule encountered was Tuesday through Saturday, but there was considerable variation. Several sites maintain patrols in operation seven days a week.

Thirteen sites reported the use of one-man patrols, three sites reported both one- and two-man patrols, and only five reported two-man patrols:

- New Orleans, Louisiana
- Boston, Massachusetts
- Kansas City, Missouri
- Lincoln, Nebraska
- Oklahoma City, Oklahoma

Boston not only reported that two-man patrol units were used; it reported that four officers are normally present at the scene of the arrest. Cincinnati reported three officers normally present at the arrest scene, but the most commonly reported number (from 11 sites) was two officers normally present at the scene. Three sites reported that the normal procedure is for one officer to handle the arrest by himself; these were South Dakota, Columbus, Georgia, and Indianapolis, Indiana.

One aspect of the comparative effectiveness of the enforcement countermeasure may be examined by measuring the amount of time required by the officer from initial contact with a DWI offender until resumption of patrol. Ideally, such measures should be taken both before and after the ASAP enforcement countermeasure went into operation. The best information of this kind which was available during this survey was the estimates made by officials of each countermeasure. While such a self-report may be biased, a summary of these estimates is presented below with the understanding that they may contain elements of personal judgement in some cases while in other cases they are based on statistical averages.

Twelve sites provided estimates of the average time required by an officer from initial contact to resumption of patrol prior to ASAP. The average time estimates reported was 2 hours, 15 minutes. The highest estimate was Lincoln, Nebraska with "3 to 4 hours." Fairfax County, Virginia and Los Angeles County, California both estimated the pre-ASAP elapsed time before resuming patrol was about 3 hours. The lowest pre-ASAP estimates come from New Hampshire (one to two hours) and Pulaski County, Arkansas (one hour).

Seventeen countermeasures provided current estimates of the total time required for a DWI arrest. Although the question was directed to an official of the ASAP enforcement countermeasure, the question did not explicitly ask for a reply in terms of ASAP officers, but instead ask "the average amount of time required by a law enforcement officer from initial contact with a suspected DWI/DUI offender until the officer is able to resume patrol?"

The average estimate from the 17 sites was about one hour, 20 minutes, but the responses ranged from 25 minutes (Vermont) to two hours (both Cincinnati and Pulaski County, Arkansas). It can be seen that Pulaski County provided both the lowest pre-ASAP estimate and one of the two highest current estimates of elapsed time to effect a DWI arrest. A complete listing of the current estimates is provided below:

<u>Site</u>	<u>Current Estimate</u>
Vermont	25 minutes
New Orleans, Louisiana	35 minutes
Kansas City, Missouri	45-60 minutes
Tampa, Florida	one hour
Columbus, Georgia	approx. one hour
Indianapolis, Indiana	one hour
Fairfax County, Virginia	one hour
San Antonio, Texas	one hour, 20 minutes
Phoenix, Arizona (GCI)	one hour, 8 minutes
(Breathalyzer)	one hour, 35 minutes
Oklahoma City (ASAP)	one hour, 6 minutes
(Regular)	one hour, 30 minutes
Hennepin County, Minnesota	one hour, 30 minutes

<u>Site</u>	<u>Current Estimate</u>
Lincoln, Nebraska	one hour, 30 minutes
Salt Lake City, Utah	one hour, 30 minutes
Boston, Massachusetts	one hour, 45 minutes
Cincinnati, Ohio	two hours
Pulaski County, Arkansas	two hours

San Antonio, Texas; Phoenix, Arizona, and Oklahoma City, Oklahoma are in the average range among the sites visited: between one hour and an hour and one-half to complete a DWI arrest. In general, the current estimates show that the time to complete an arrest have been reduced by over an hour compared to the pre-ASAP estimates. Only Pulaski County, Arkansas showed an increase from one hour (pre-ASAP) to two hours (current estimate). This was attributed to new laws and reports, and not to ASAP.

Sites using two-man patrols do not seem to effect arrests any faster (or slower) than the sites which use one-man patrols. Two-man patrols in New Orleans are said to require only 35 minutes for an arrest while two-man patrols in Boston take an hour and 35 minutes. The other sites using two-man patrols fall between these two extremes. Oklahoma City is an example of a site using two-man patrols which falls in the average range for elapsed time to effect a DWI arrest.

This section has summarized the general information on patrol deployment which was collected on the topics and questions specified in the detailed plan for this project. In general, countermeasure officials and enforcement supervisors regard patrol deployment as an art rather than a science. While a few sites reported experimental changes and efforts to improve the utilization of men and resources, the areas patrolled and the time periods selected for patrol were based, for the most part, on the conventional wisdom in each law enforcement agency. The idea that patrol deployment could be improved year by year by good management was rarely encountered. The review of special analytical reports by the evaluation unit was rarely mentioned as a reason for modifying patrol deployment or strategies.

Conclusions and Recommendations

Evaluative data, primarily alcohol-related crash data, were dutifully compiled by each ASAP. Only in isolated instances were these data regularly employed by enforcement countermeasures to determine patrol deployment and strategies. In the vast majority of these cases these analyses were completed in accordance with federal guidelines and were always dispatched to the various recipients on the federal level who were on the distribution list. Individual ASAP's were meticulous in submitting evaluative and analytical studies to federal monitoring points, but were largely unsuccessful in persuading participating law enforcement agencies to re-assess operating procedure on the basis of data contained in the studies.

Recommendation: ASAP's must prepare evaluative and analytical studies of the enforcement countermeasure and provide the results of these studies to police commanders to be utilized as viable tools in achieving maximum enforcement effectiveness.

Often, analytical studies dealing with subject matters such as the incidence of alcohol-related crashes by location, time of day, day of week, etc.; or extrapolation of potential DWI offenses in given areas or zones by time of day, or day of week, etc, served only to confirm what was already recognized by law enforcement officers. Such studies, then were considered to be superfluous.

Methods of operation relative to patrol deployment and strategies were conceived by each participating law enforcement agency during the initial phase of the ASAP's. More likely than not, the enforcement countermeasure was inclined to remain with this strategy for the duration of the project, unless analytical studies proved patrol concepts to be utterly off-base. Generally, the studies failed to indicate such a condition.

Not infrequently police commanders at the operational level implemented strategies based on pre-conceived ideas and impressions. Although evaluative studies and analyses may indicate a need for modified or alternate approaches, pre-conceived ideas held by operation's personnel are difficult to overcome. On the surface, perhaps, a token effort is made to bring

enforcement activity in step with analytical findings, but beneath that no significant change had been realized.

Without exception, members of the ASAP management staff were limited in their ability to provide suggestions within the realm of enforcement tactics. Law enforcement officers are notoriously jealous of their professional prerogatives and tend to be both critical of and condescending toward hypotheses or other solutions offered by those who are uninitiated to the law enforcement profession. A civilian without an operational law enforcement background therefore, must exercise a considerable amount of caution and diplomacy only to present his findings, and is usually only left with the hope that these findings will have an impact on subsequent enforcement techniques.

If it may be presumed, then, that the principal purpose of evaluative and analytical studies (concerned with enforcement countermeasures) was to serve as a viable tool for police commanders in achieving maximum enforcement effectiveness; and that the secondary goal was to build a comprehensive data base for NHTSA, then it is readily apparent that a process of inversion took place during the life of most ASAP's. Top priority was given to the introduction of pertinent reports into the Federal mainstream, but considerably less emphasis was placed on their application within the enforcement countermeasure of individual projects. To be sure, isolated exceptions to this premise were encountered, but as a whole the condition as described appear to have been a prevalent one.

ARIZONA (PHOENIX)

Section 1 - Overview

At the time of the survey, the Phoenix Police Department's actual strength was 1,377 sworn officers. The ASAP enforcement contingent consisted of a total of eleven officers, including the Sergeant in charge. Motorcycles are used for DWI patrol.

The city is divided into ten sectors, which are patrolled by the ASAP team on an alternating basis. This particular system has been in effect since March 1974. Prior to that time, the ASAP team covered the ten sectors successively; one sector per week for ten weeks, and then starting over again. Now, one sector is patrolled one week, then another the following week, and in the third week the first sector is again covered. The idea is to keep the drinking public guessing as to which particular sector will receive maximum coverage in any given week.

ASAP patrol is carried out from Tuesday through Saturday each week, between the hours of 7:00 p.m. and 3:00 a.m. Ten motorcycles (and three spares) are available, in addition to one marked patrol car, for this purpose. The decision to use this particular schedule was apparently devised by the former Administrative Lieutenant of the Traffic Bureau, along with the ASAP staff. The patrol sectors were conceived by the ASAP On-site Evaluator with the help of statisticians of the Arizona State University. A summary of patrol activity is recorded on the Officer's Daily Log (Fig. 1-6) and the Daily Recap Sheet (Fig. 1-7).

Section 2 - Patrol Deployment and Strategies

The Phoenix Police Department is the only participating law enforcement agency at the Phoenix ASAP. Officers are chosen for ASAP assignment on the basis of seniority, with a minimum of one year's experience as a member of the motorcycle patrol required. Volunteers are solicited and, at the time of the survey, each of the officers on the team had volunteered for the assignment. Prior to assignment to ASAP enforcement, the officer's performance record is examined. The final selection is made by the Enforcement Lieutenant and the Sergeant in charge of the ASAP team. ASAP officers are not regularly rotated to other assignments.

The Phoenix Police Department employs Harley-Davidson and Moto-Guzzi motorcycles for ASAP patrol. These are equipped with red flashing beacons and manual sirens; fixed 4- to 6-channel transceivers; highway flares; first-aid kits, and basic accident investigation equipment. Each of the motorcycles is operated by one officer.

As mentioned, the entire city is divided into ten sectors, which are patrolled by the ASAP enforcement team as follows: Sector A is patrolled during the first week; Sector B is patrolled during the second week, and on the third week, Sector A is again patrolled. On the fourth week, Sector B is again covered by the ASAP team. In the subsequent month, two other sectors of the city are then covered in this manner. Thus, two sectors are given thorough coverage in any one-month period, and the entire city has been patrolled in this manner after a period of five months, upon which the cycle begins over again. In this process, officers do retain the option of moving between the two sectors which happen to be receiving their attention that month.

Although analyses of alcohol-related crashes are undertaken by the ASAP On-site Evaluator, these analyses are apparently not used to any extent in determining ASAP patrol deployment. Patrol sectors are chosen on a largely arbitrary basis without reference to data contained in the crash analyses. Individual officers of the ASAP team receive monthly briefings pertaining to the alcohol-related crash configuration within the jurisdiction, but other than that there appears to be no real attempt to put these data to use. Thus, officers have a general concept of the A/R crash picture, but even this limited awareness has no visible impact on decisions related to patrol deployment and strategies.

Conclusions: Morale among members of the ASAP team appeared to be high and it was evident to the author that officers were generally dedicated to their objective of identification and apprehension of the drinking driver. It was mentioned that the former Lieutenant in charge of the enforcement countermeasure was very much in favor of stringent traffic enforcement and effectively spurred on the ASAP team. The present supervisor appears to display similar attributes. The solicitation of

volunteers for ASAP assignment contributes to overall effectiveness of the team, since individuals who are motivated are likely to request this type of duty.

Recommendations: Some examination of the hours of operation (7:00 p.m. to 3:00 a.m.) may be in order, as well as the days of the week during which ASAP enforcement is carried out. Some ASAP's have found that the first hour of this schedule is not overly productive, and have changed their hours of operation to 8:00 p.m. - 4:00 a.m. Also, with the existing schedule, ASAP enforcement is not ongoing on Sundays and Mondays, and some DWI patrol should perhaps be in effect during those days of the week. In terms of the number of offenses, Monday is traditionally light, but there may be a significant number of DWI offenses which occur on Sundays. A reduced deployment of the ASAP team on Sundays (and perhaps even Mondays) may be desirable.

Some debate may be warranted concerning the patrol sector system employed by the ASAP team. Although it provides for maximum coverage of two sectors per four-week period, the question that presents itself is how quickly knowledge spreads among tavern patrons and other potential DWI offenders that "the ASAP team is in the area." A somewhat more random selection of patrol sectors may prove to be of benefit in increasing the number of DWI arrests.

ARKANSAS (PULASKI COUNTY)

Section 1 - Overview

The enforcement countermeasure of the Pulaski County Alcohol Safety Action Project is comprised of four participating law enforcement agencies: Little Rock Police Department, Arkansas State Police, North Little Rock Police Department, and the Jacksonville Police Department.

At the time of this site visit, the authorized strength and actual strength of the Arkansas State Police (District A-Pulaski County) was six troopers and one Sergeant. All troopers of the Arkansas State Police assigned to this unit participate on a full-time basis in the ASAP enforcement operation and are sustained with federal funds.

The Jacksonville Police Department, at the time of this site visit, had an authorized strength of 33 sworn officers. The department's manpower was up to its authorized strength and, in addition, three non-sworn personnel were employed in clerical capacities. A total of three sworn law enforcement officers participate in the ASAP enforcement program on a full-time basis within their jurisdictional area. Two sworn patrolmen are primarily engaged in field operations and a Captain functions principally in administrative positions. All three of the ASAP enforcement personnel are sustained with federal funds.

The Little Rock Police Department, at the time of the site visit, had an authorized strength of 168 sworn law enforcement officer positions. At the time of the site visit, this law enforcement agency was up to authorized strength. The patrol division of this law enforcement agency is comprised of 145 patrolmen, 17 Sergeants, 5 Lieutenants, and one Captain. In addition to the sworn personnel, the patrol division of the Little Rock Police Department also employs one non-sworn civilian who functions in a clerical capacity. Nine sworn law enforcement officers participate in the ASAP enforcement program on a full-time basis within their jurisdictional area. A total of eight sworn police officers are primarily engaged in field operations and one Sergeant functions in a supervisory capacity. All sworn personnel of the Little Rock Police Department who participate in the ASAP enforcement program are sustained with federal funds.

At the time of the site visit, the North Little Rock Police Department had an authorized strength of 122 sworn law enforcement officers and the department was up to authorized strength. In addition to the sworn personnel, the North Little Rock Police Department also employs 21 non-sworn civilians who function in a clerical capacity. A total of five sworn law enforcement officers participate in the ASAP enforcement program; four are primarily engaged in ASAP field operations and one (Sergeant) serves in a supervisory capacity. All officers of the North Little Rock Police Department who participate in the ASAP enforcement program are sustained with federal funds.

Having entered into an agreement with the State of Arkansas to provide police officers to participate in the Pulaski County ASAP enforcement countermeasure, the Arkansas State Police, Jacksonville Police Department, Little Rock Police Department, and North Little Rock Police Department solicited volunteers for assignment to the enforcement countermeasure of the Alcohol Safety Action Project.

All sworn officer personnel who volunteered for ASAP assignments were required to have successfully completed a minimum of twelve-months service to their respective agency. In addition, the officer's performance record was examined for the purpose of establishing indicators of the officer's aggressiveness in traffic law enforcement.

The final selection of officers was made by the Chief of Police of each participating law enforcement agency. Final selection of troopers of the Arkansas State Police who would participate in the ASAP enforcement countermeasure was made by Major T. Goodwin, Safety Commander, of the Arkansas State Police.

The hours and days of the week in which ASAP enforcement is carried out is as follows:

- Arkansas State Police, Tuesday through Saturday - four to ten hour shifts. (The actual hours in which this unit engaged in ASAP patrol varied according to court appearance requirements.)
- Jacksonville Police Department, Little Rock Police Department, and North Little Rock Police Department engaged in ASAP patrol Tuesday thru Saturday - from 1800 hours to 0300 hours.

The decision to use these schedules was made by officials of the Pulaski County Arkansas ASAP in conjunction with the respective law enforcement agencies.

All participating law enforcement officers with the exception of the Arkansas State Police are afforded civil service protection.

All participating law enforcement agencies utilize the Arkansas Law Enforcement Academy located at Candem, Arkansas in the initial training of all new police officer recruits. This training facility is operated by the Law Enforcement Training Program of the State of Arkansas. The total number of hours of instruction which is offered trainees varies between law enforcement agencies. The Arkansas State Police receive ten weeks of recruit training, officers of the Jacksonville Police Department and North Little Rock Police Department receive seven weeks basic recruit training.

No in-service training is conducted at any of the participating law enforcement agencies. In-service training was initiated by the North Little Rock Police Department early in Calendar Year 1974, but was subsequently discontinued, since the recommended training consisted of twenty hours. The Sergeant of the Little Rock Police Department ASAP unit stated that men were rotated so frequently that he could never have the entire group complete the course at the same time.

ASAP officers of each participating law enforcement agency are rotated within their department solely as a function of routine requests for transfer, promotions, and resignations. It should be noted that law enforcement agencies within Pulaski County are all understaffed with approximately 30% of all sworn officers holding probationary recruit status. All participating law enforcement agencies have a probationary period of one year. The Pulaski County ASAP provided each participating law enforcement agency with a sufficient number of marked patrol cruisers in accordance with the number of officers each agency had assigned to ASAP enforcement. The number of marked police cruisers provided each agency is as follows:

- Little Rock Police Department: 9
- Arkansas State Police: 7
- North Little Rock Police Department: 5
- Jacksonville Police Department: 3

All marked patrol cruisers were equipped with rotating blue beacons, electronic sirens, spot-lights, protective screens, shotguns, and in addition the Arkansas State Police cruisers were equipped with emergency highway flares.

Section 2 - ASAP Patrol Strategies and Deployment

All law enforcement agencies participating in the Pulaski County ASAP utilize one-man patrol units for ASAP patrol.

Law enforcement officers participating in the ASAP program are not restricted to a specified patrol sector in conducting ASAP patrol. All participating law enforcement agencies allow ASAP officers unrestricted movement during their patrol and do not limit them to sectors or areas.

ASAP officers generally seek out those areas offering the greatest potential for DWI identification and subsequent arrest. Officers at this site stated that they prefer to use their own knowledge of DWI activity as the basis of determining these high probability identification/arrest areas. As a rule, the officers patrol areas containing a large number of bars and/or package stores.

Officers who are assigned the ASAP patrol may also conduct accident investigations. The frequency with which these officers are required to investigate accidents does not appear to be excessive. ASAP officers are required to investigate automobile accidents only when they observe (or come upon) accidents or when no other unit is available to respond to the accident scene.

Prior to the implementation of the Pulaski County ASAP enforcement countermeasure, the time required by a law enforcement officer from initial contact with the suspected DWI offender until the officer was able to resume patrol was approximately one hour. Since that time the average amount of time required by a law enforcement officer from initial contact until he is able to resume patrol is approximately two hours. This increase in time required in processing DWI offenders is, according to law enforcement officials, due to new laws and reports to which the officers must comply. Large numbers of arrests being made by the ASAP enforcement officers also result in a "flood" of the testing facilities increasing DWI sobriety testing process time.

Conclusions: The enforcement countermeasure of the Pulaski County ASAP, according to officials and officers interviewed, was to employ selective enforcement by patrol technique. Selective enforcement was to be accomplished by utilizing men and equipment assigned to areas at the times and the places where they were most likely to encounter drunk drivers.

The role of the ASAP in support of the selective enforcement objective enforcement "data available through computers", monitor, and coordinate the overall enforcement effort.

During initial training sessions and during the strategy and deployment development phase, the Pulaski County ASAP assured the participating law enforcement agencies that it would support selective enforcement by location on the basis of reasoning, logic, experience, and data.

During the site visit, this investigator spoke with the Project Evaluator who stated that the evaluation had not had a relationship with project management over the entire lifetime of the Pulaski County ASAP. The Project Evaluator further stated that the orders which he received from project management were explicit: the project evaluator was not to become involved with the countermeasures and all data produced by evaluation was to go to the countermeasures only through the project Director.

In addition to time-of-day, day-of-week tabulations of alcohol related accidents and alcohol related arrests, the evaluator also presents good enforcement information, compiled by his office, in the form of ASAP officer and non-ASAP officer arrest statistics. These computer-prepared statistics are compiled on a monthly basis and reported on a quarterly basis. They consist of tabulations summarizing total arrest activities for each officer by name. Contained in this report are the total number of arrests broken down by age, race, sex, type of driver's license of arrested individual, status of the driver's license of the arrested individual, total arrests by the officer by month, total arrests by the officer by day, total arrests by the officer by time, BAC results, break-down of prior record of the arrested subject, the number of arrests resulting from investigation of automobile crash and the total number of problem drinker drivers identified from the drinker drivers identified from the total number of arrests made;

for example:

Third quarter 1974. All ASAP officers participating in the Pulaski County ASAP effected a total of 640 DWI arrests. From the above mentioned report it can be determined that 237 of the 640 arrested were between the ages of 21 and 30; 547 were Caucasian, 91 were Negro, and 2 were "other". 597 were male, 43 were female. 535 of the arrested subjects had operator's licenses, and 62 had no license. 208 were made in July, 245 in August, and 185 were made in September. The majority of arrests were made on Thursday, Friday and Saturday between the hours of 12 a.m. and 4 a.m. The distribution of BAC levels among the 640 individuals arrested during this quarter was as follows: 8 had BACs below .09%, 233 had BACs between .10% and .14%, 196 had BACs between .15% and .19%, 120 had BACs between .20% and .24%, 35 had BACs of over .24%, 13 BACs were not taken and 35 individuals refused BAC testing. Of the 640 total arrests, 399 of these individuals had previous DWI arrests. A total of 230 problem drinker drivers were identified from the 640 total arrests effected by ASAP officers.

It is the opinion of this investigator that the type of information described above would be a worthwhile tool to be utilized by police supervisors in monitoring the activity of patrolmen, especially at this site, where officers are free to choose the area to be patrolled during their shift.

The enforcement coordinator of the Pulaski County ASAP stated that squad sergeants regularly received the described information. Upon further follow-up, this investigator ascertained that no distribution of the above information was made to the sergeants and that the only dissemination of the information that takes place is the casual viewing by ASAP supervisors while they are in the ASAP office. This is only an occasional happening.

The project evaluator further claimed that "DOT/NHTSA undermined evaluation effectiveness [regarding the enforcement countermeasure] due to pressures [not defined] exerted during contract initiation phase, whereby DOT stripped project management and evaluation of the ability to determine patrol deployment and strategy [he referred to section 4 of the Little Rock Police Department contract]."

It became apparent to this investigator during the course of this site visit that little if any coordination exists between the various participating law enforcement agencies and the Pulaski County ASAP, in regard to field operations of the ASAP enforcement personnel.

Recommendations: Coordination between the participating law enforcement agencies and Pulaski County ASAP in regard to field patrol operations is poor at best. Immediate steps must be taken to open communication lines between the ASAP and these law enforcement agencies. Valuable information which is essential to effective patrol deployment and strategy which is in the custody of the ASAP must be made available to the participating law enforcement agencies, if the objectives of the Pulaski County ASAP are to be met.

CALIFORNIA (LOS ANGELES)

Section 1 - Overview

The Los Angeles County Sheriff's department and the Covena Police Department participate in the enforcement countermeasure of Los Angeles County Alcohol Safety Action Project.

The current authorized strength of the Los Angeles County Sheriff's department was not available as of this site visit due to the recent loss of a substation located in the City of Industry and the addition of a larger substation. The authorized strength of the Covena Police Department at the time of this site visit was 56 sworn police officers. The current actual strength of the Covena Police Department was 49 sworn police officers. In addition to the sworn police officers, the Covena Police Department also employs 18 non-sworn civilians who are engaged in primarily clerical duties for the Covena Police Department.

A total of 12 sworn police officers of the Los Angeles County Sheriff's department are designated specifically for full-time ASAP enforcement. Of the 12 officers assigned, three are primarily engaged in administrative functions and 10 are primarily engaged in field operations (one of which is of Sergeant rank and serves in a supervisory capacity). All 13 of the law enforcement officers are sustained with federal funds provided by the Los Angeles County ASAP.

Five officers of the Covena Police Department are designated specifically for ASAP enforcement on a full-time basis. All five of these officers are primarily engaged in field operations and their positions are sustained with federal funds provided by the Los Angeles County ASAP.

In addition to the sworn personnel, the Los Angeles County Sheriff's Department also employs one secretary who is of non-sworn status. This secretary is also assigned to the ASAP enforcement countermeasure and her position is sustained with federal funds provided by the Los Angeles County ASAP. At the inception of the Los Angeles County ASAP, volunteers were solicited from the ranks of the Los Angeles County Sheriff's Department to fill the positions designated specifically for ASAP enforcement. A minimum of two years patrol experience was required and performance records of the volunteers were examined. Final selection of officers was made

by Lt. Mathews, Commander of Patrol Division East. ASAP enforcement is carried out by officers of the Los Angeles County Sheriff's Department from 1900 to 0300 hours, Tuesday through Saturday. The decision to use this schedule was made by the Los Angeles County ASAP and the Los Angeles County Sheriff's Department.

Lt. Melton of the Covena Police Department selected individuals for assignment of the ASAP enforcement program by examining the performance record of officers assigned to his department. ASAP enforcement is carried out by the officers of the Covena Police Department from 1900 to 0500 hours Monday through Sunday. The decision to use this schedule was made by the ASAP and the Covena Police Department.

Officers of the Los Angeles County Sheriff's Department are afforded Civil Service protection and the starting salary for a new officer is \$11,904 per year. In addition, there is a probation period of 12 months.

Officers of the Covena Police Department are not afforded Civil Service protection. The starting salary for a newly appointed officer is \$13,260 per year and the probationary period is 18 months.

Applicants must meet the following minimum requirements prior to being considered for the position of police officer for the city of Covena:

- High school graduate
- Pass a written, oral, physical agility exam
- Background investigation
- Good health
- Minimum age of 20½
- Maximum age of 35 years
- Eyes 20/20 corrected
- Height and weight proportionate
- Pass psychological test.

The requirements for the Los Angeles County Sheriff's Department are essentially those described for the Covena Police Department.

Officers of both agencies are officially encouraged to advance their formal educational level. An educational incentive program is in effect

in both departments and consists of a 5% raise per annum for an associate of arts degree, a 10% raise per annum for a bachelor of science degree, and a 5% raise per annum for a master's degree.

Basic law enforcement training is conducted for all newly appointed police officers of both jurisdictions at the Training Academy Headquarters Los Angeles County Sheriff's Department, 1050 Northeastern Avenue, East Los Angeles, California. A total of 400 hours basic police instruction is required by the Police Officer's Standards and Training Council. In addition, newly appointed officers receive an additional 40 hours of departmental training. In-service training is conducted on a regular basis through the Police Officer's Standards and Training Council. The number of hours may vary by stationhouse (based upon individual manpower needs of the respective agency). Generally, however, all officers receive between 30-50 hours in-service training per year.

Officers assigned to the ASAP program, from both agencies, are not regularly rotated to other assignments within their departments. Rotation to other assignments occurs only upon request of the officer or in response to the manpower needs within that agency.

The total man-hours authorized for ASAP enforcement to be conducted by the Los Angeles County Sheriff's Department in 1973 was 2,040 hours. A total of 7,280 man-hours were authorized for ASAP enforcement in 1973 for the Covena Police Department.

The Los Angeles County ASAP purchased seven marked patrol sedans and one unmarked patrol sedan to be utilized by the Los Angeles County Sheriff's Department in ASAP enforcement. In addition to patrol sedans, the Los Angeles County ASAP also provided one mobile home (12 feet by 40 feet) for the Los Angeles County Sheriff's Department to be utilized as an administrative office.

The Los Angeles County ASAP paid for the lease of two marked police units for the Covena Police Department. These units were leased for use by this department until December 31, 1974.

The patrol sedans provided by the Los Angeles County ASAP were equipped with red pulsating beacons, electronic sirens, mobile transceivers, two

spotlights, a protective screen separating the front and rear seating area (Los Angeles County Sheriff's Department only), shotguns, highway flares, and first aid kits (Covena Police Department only). In addition, pedometers were provided for the Covena Police Department ASAP units.

Section 2 - ASAP Patrol Deployment and Strategies

ASAP patrol is conducted by the Los Angeles County Sheriff's Department utilizing two-man units.

According to Lt. Mathews, the Los Angeles County Sheriff's Department experimented with a number of patrol configurations, using both one-man and two-man units. From this experience the two-man patrol was considered best, due to the driver/observer capability of the unit. No report was prepared as a result of this experimentation.

ASAP patrol is conducted by the Covena Police Department, utilizing one-man units.

Covena at one time (estimated to be the first 15 months of ASAP operations) utilized two-man units. For the past 10 months, one-man units were employed. An analysis conducted by the ASAP Unit Commander indicated that the arrest activity of one-man units was superior to that of two-man units. It is on this basis that Covena elected to continue with one-man patrols.

Officers of both jurisdictions are not restricted to a specific patrol sector while conducting ASAP patrol enforcement. All ASAP officers are relatively unrestricted in choosing their patrol area. The areas of the jurisdiction which are most heavily patrolled are those areas with the greatest concentration of bars, taverns, and entertainment centers. These areas according to officers interviewed, provide the greatest opportunity to effect a DWI arrest.

ASAP officers of the Los Angeles County Sheriff's Department do not conduct accident investigations. Officers of the Covena Police Department investigate accidents at a rate of approximately one per man per month, and, according to officers interviewed, is "usually an alcohol-related crash". At the time of this site visit, the Los Angeles County Sheriff's Department stated that there were five certified breath examiner

specialists within the department. The Covena Police Department advised that there are 49 certified breath examiner specialists within that agency.

Only departmental criminalists of the Los Angeles County Sheriff's Department are trained as certified breath examiner specialists. All sworn personnel of the Covena Police Department are expected to receive training and to be qualified as certified breath examiner specialists.

All breath examiner specialist training is conducted at the Los Angeles County Sheriff's Department. The program is administered by the Los Angeles County Sheriff's Department Crime Lab and the instructors for the program are criminalists assigned to the Los Angeles County Sheriff's Department Crime Lab.

Conclusions: The patrol and deployment strategy utilized by the participating law enforcement agencies appears to be sufficient to meet the objectives of the Los Angeles County ASAP.

Recommendations: A documented evaluation of the effectiveness of one-man patrols versus two-man patrols in DWI enforcement should be conducted. The results of this evaluation should be available to both participating law enforcement agencies.

FLORIDA (HILLSBOROUGH COUNTY)

Section 1 - Overview

The enforcement countermeasure of the Greater Tampa Alcohol Safety Action Project consists of 11 sworn police officers of the Tampa Police Department. These officers are assigned to a special ASAP squad which is attached to the Selective Enforcement Unit (SEU) of the Tampa Police Department. The Florida Highway Patrol has also participated in the SAAP enforcement countermeasure; however, their participation discontinued in October 1974.

The actual strength of the Tampa Police Department is 651 sworn officers. At the time of this site visit, the Tampa Police Department was up to authorized strength. In addition to the 651 sworn police officers, the Tampa Police Department also employs 140 non-sworn civilians who perform primarily clerical functions. (See Appendix A; Exhibit 4c.)

All 11 of the full-time law enforcement officer's positions are sustained with federal funds provided by the Greater Tampa ASAP. In addition to 11 full-time sworn law enforcement officers, an additional law enforcement officer of the Tampa Police Department is employed in a capacity of enforcement coordinator for the Tampa ASAP. This officer's position is also sustained with federal funds provided by the Greater Tampa ASAP.

Upon the inception of the Greater Tampa ASAP, volunteers were solicited from the ranks of the sworn police officers of the Tampa Police Department for assignment to the ASAP countermeasure. All interested officers were requested to submit letters directly to the Chief of Police requesting transfer to the ASAP unit. A minimum of three years service was required and the officer's performance record was examined by the Captain in charge of the SEU of the Tampa Police Department. The Captain of the SEU then made recommendations to the Chief of Police, who ultimately made the final selection of the officers to participate in program.

The Tampa Police Department conducts ASAP enforcement between 1700 hours and 0415 hours daily except Wednesdays, when the squad spends

from 1300 to 0015 hours. The decision to use the above schedule was determined by the ASAP project evaluation based upon surveys conducted prior to the implementation of the ASAP.

Officers of the City of Tampa Police Department are afforded city Civil Service protection. The starting salary for a newly appointed officer of the Tampa Police Department is \$9,760 per year. All new officers must satisfactorily complete a probationary period that may range anywhere from six months to one year. The actual length of the probation is determined by the Field Instructor upon recommendation to his squad Sergeant. The probationary period may be as high as 18 months; although this is a rare occasion, it has been known to happen.

All applicants in order to be considered for the position of police officer on the Tampa Police Department must be at least 21 years old, a high school graduate, and successfully complete a written exam, medical examination, oral interview, and possibly a polygraph (lie detector) test. The written examination, according to sources, is extremely difficult and normally 75% of prospective applicants fail this examination.

Although no written documentation exists, officers are encouraged to advance their formal education. An educational incentive program is in effect within the state of Florida under a state-sponsored program. This program provides an additional \$25 per month per officer for completion of 200 hours of basic police training. For each additional 80 hours of training, officers receive \$10 (maximum \$130 per month) for continued education.

All new officers of the Tampa Police Department receive their initial law enforcement training at the Tampa Police Academy, which is conducted at either the Tampa Police Department headquarters, Tampa, Florida, or the Hillsborough Community College, Dale Mabry Campus. Instructors for these courses are drawn from the criminal justice field, both from within and without the Tampa Police Department. All newly appointed officers of the Tampa Police Department receive 320 hours of basic police training. In-service training is conducted on a regular basis at the Tampa Police Department, utilizing video tape instruction.

Officers receive an average of 40-80 hours per year. ASAP officers are not generally rotated to other assignments within the Tampa Police Department.

The Greater Tampa ASAP purchased, for the Tampa Police Department, 11 marked patrol sedans to be utilized for ASAP enforcement. These patrol sedans are equipped with twin rotating beacons (red), protective shields separating the front and rear seat area, and a supply of highway flares.

Section 2 - ASAP Patrol Strategies and Deployment

ASAP patrol is accomplished by the utilization of one-man patrol units. ASAP officers are restricted to a specific patrol sector while conducting ASAP DWI enforcement. These sectors are determined according to arrests and analytical data supplied by the Tampa Police Department. This data breaks all accident and arrest activity into grids (200 grids) and it is the option of the Sergeant which one of the grids will be patrolled on any given night. Generally, the north-end and south-end of the city of Tampa are most heavily patrolled, due to a heavy concentration of bars and taverns. These areas have a historically high rate of arrests and experience a high rate of alcohol-related crashes.

Officers assigned to the selected enforcement unit of the Tampa Police Department do not, as a rule, conduct accident investigations.

At the time of this site visit, there were a total of ten sworn police officers who were certified breath examiner specialists within the Tampa Police Department. This investigator was advised that there were others in the department who were qualified to perform evidentiary breath analysis; however, the Tampa Police Department does not maintain any internal listing of officers of that department who are certified breath examiner specialists. The State Board of Health, located in Jacksonville, Florida, maintains all files listing certified breath examiner specialists by law enforcement agencies.

Any sworn law enforcement officer of the Tampa Police Department may volunteer to receive training as a certified breath examiner specialist. Volunteers submit letters of request for training to their division commander who, in turn, forwards their name to the Chief of Police. The

Chief of Police ultimately makes the final selection as to who will receive training. Training for certified breath examiner specialists is conducted at the Tampa Police Department Training Academy, located at 1710 Tampa Street, Tampa Police Department. The breath examiner specialist training program is administered by the State Department of Education. Certificats and licenses are issued by the State Board of Health, upon satisfactory completion of a 40-hour Breathalyzer operator course. All instructors utilized in this training program have completed the 40-hour operator course, the 80-hour instructor's training course, and a 4-8 hour course in the maintenance of the Breathalyzer machine. In addition to these instructors, experts are also brought into the Academy and have, in the past, consisted of Dr. Borkenstein, the inventor of the Breathalyzer, local attorneys, state toxicologists, and members of the State Board of Health staff.

Conclusions: Sentiments expressed by law enforcement officers at the operational level of the Tampa Police Department indicates that the Greater Tampa ASAP administration appears to have largely divorced itself from the enforcement countermeasure. There seems to be little intercommunication between the ASAP project director and the Selective Enforcement Unit.

The position of Enforcement Coordinator is currently held by a Corporal of the Tampa Police Department. This in itself is not an ideal situation, since the enforcement coordinator must provide input and suggestions to members of the Florida Highway Patrol as well as to the Tampa Police Department SEU. This condition could easily foster ill-feelings or resentment on the part of the Florida Highway Patrol, particularly since the Enforcement Coordinator must deal with a Captain of the Florida Highway Patrol. In addition, the Enforcement Coordinator must be constantly mindful of the existing chain of command within his own organization (the Tampa Police Department), when suggestions are in order. His first obligation is to the Tampa Police Department; his second to the Greater Tampa ASAP.

The ASAP project director has not hired a full-time enforcement coordinator since the resignation of the previous Enforcement Coordinator, who was a civilian with a police traffic services background. Instead, the Tampa Police Department Corporal has filled the position of the Enforcement Coordinator since that time.

Recommendations: The Greater Tampa ASAP should employ, on a full-time basis, an Enforcement Coordinator who will serve in a civilian capacity. This individual should be a former police officer with police traffic services experience and should possess a baccalaureate degree in the field of criminal justice, criminology, or police administration.

GEORGIA (COLUMBUS)

Section 1 - Overview

The Columbus Alcohol Safety Enforcement Unit (ASEU) is part of the Columbus Police Department under the direction of the Chief of Police. (See Appendix A; Exhibits 5b and 5c). It consists of twenty full-time officers, four of which are supervisory--a Director and three Sergeants. Two Sergeant supervise one shift, the third Sergeant the other. The officers were selected for the assignment by the Police Chief; volunteers were preferred for the assignment and apparently enough were available to fill these federally-funded positions. Criteria for their selection were not specified. The ASEU officers are evaluated by their immediate supervisor at the close of each six-month period, the evaluations becoming a part of their permanent record. Because federal funding was scheduled to terminate at the end of 1974, the Chief of Police stated his intention to re-integrate the ASEU into the patrol division. Any DUI enforcement beyond that point would be conducted as an element of normal traffic patrol procedures with no special emphasis placed upon it.

When the Alcohol Safety Enforcement Unit was first established, each officer of that unit received 80 hours of training which encompassed all phases of DUI enforcement, from detection through incarceration, as well as indoctrination into the effects of alcohol on the human physiology. It was not determined whether periodical refresher training was provided for ASEU officers. Georgia law required all law enforcement officers to undergo 40 hours of in-service training each year, but that training could encompass any phase of law enforcement and would not necessarily deal with DUI.

The Police Department in collaboration with the ASAP determined the ASEU schedule. Enforcement is carried out ten hours a day (1700-0300), seven days a week. One-man marked sedans equipped with blue rotating beacons, electronic sirens, fixed transceivers, spotlights, and metal-mesh protective shields are utilized in two ten-hour shifts or eight officers operating four days per week. The officers are not regularly rotated to other assignments.

Section 2 - Patrol Strategies and Deployment

The Columbus Police Department established 20 patrol sectors throughout the jurisdiction, assigning one officer in the Patrol Division to each sector. The ASEU sectors overlap those of the Patrol Division and one ASEU officer may cover as many as five normal patrol sectors during a tour of duty. At peak hours they may "double-up" on high DUI accident/arrest locations (e.g. major traffic arteries). It was emphasized that these officers used individual judgment and experience in determining where to patrol; if an officer considered that a particular area warranted complete coverage, he would proceed to canvass that sector. Although the ASEU receive monthly reports containing data regarding areas of high incidence of alcohol-related crash/arrests, it was not clear if these were utilized in determining officer deployment.

No specific information was furnished regarding how long an officer was off patrol from initial contact with a DUI offender until he completed the enforcement process. Approximately one hour was an estimate given. Although he is primarily responsible for DUI arrests, an ASEU officer would take enforcement action on other violations as well. He would also conduct alcohol-related accident investigations if available to do so (which seemed to be a frequent occurrence).

Data regarding number of DUI arrests, evidentiary tests, refusals and average BAC's of DUI offenders were kept for regular and ASEU patrols for the duration of the ASAP project. Comparable data for the year preceding ASAP were not obtainable. How or if this information was utilized in patrol strategies is uncertain.

As of October 1974, the Columbus Police Department had 19 certified Intoximeter operators, affording at least one operator for each patrol shift and two operators for most. The Chief of Police determined which officers would receive Intoximeter training; however, his criteria for selecting trainees were not made clear. This training was conducted by the Crime Laboratory of the Georgia Department of Public Safety in Atlanta, Georgia. Certified chemists of that department provided the instruction.

INDIANA (INDIANAPOLIS)

Section 1 - Overview

The enforcement countermeasure of the Indianapolis Alcohol Safety Action Project is comprised of officers of the Indianapolis Police Department who are assigned to the SAVE-unit (the ASAP unit) on a full-time basis. At the time of this site visit, this unit was comprised of 19 patrolmen, two Sergeants and one Lieutenant. All of these positions are sustained with federal funds provided by the Indianapolis ASAP. In addition, the ASAP also provides the funds for two civilian secretary/clerks assigned to the Lieutenant's office.

Volunteers were solicited from the ranks of the sworn law enforcement officers of the Indianapolis Police Department for assignment to the SAVE-unit. Initially, three years experience was required, but this qualification had to be modified during the program to allow for personnel turnover. Presently, no experience criteria exists. Individual officer performance records are examined, however, and the final selection of officers is determined by the Chief of Police and the Selective Alcohol Vehicle Enforcement (SAVE) Unit Commander Lt. D.H. Elmer.

The unit is divided into "A" squad, "B" squad and "C" squad. The hours and days of the week in which ASAP enforcement is carried out is dependent upon the A, B, or C assignment. Squad A operates from 2100 to 0500 hours Monday through Friday. Squad B operates from 2100 to 0500 hours Tuesday through Saturday. Squad C operates from 1600 to 0100 hours Monday through Friday. The decision to use this particular schedule was reached by the Indianapolis Police Department and the Indianapolis ASAP.

Officers of this site are not afford Civil Service protection and the starting salary for newly appointed officers is \$8,000 per annum. There is a one-year probation period.

The minimum requirements which must be met by an applicant to be considered for a position of police officer on the Indianapolis Police Department are as follows:

- Be at least 21 years old
- Successfully complete an oral interview
- Successfully pass a written examination
- Be a high school graduate.

Officers of the Indianapolis Police Department are officially encouraged to advance their formal education. An education incentive program is in effect whereby any law enforcement officer of the Indianapolis Police Department is eligible for a pay raise of 2½% (up to 10%) for every 30 hours of college credit.

Basic law enforcement training for all newly appointed officers of Indianapolis Police Department is located at the Indianapolis Police Academy, City County Building, Indianapolis, Indiana. A total of six months at 40 hours per week is offered all newly appointed officers. No in-service training is conducted on a regular basis.

Officers assigned to ASAP patrol are not rotated regularly to other assignments.

All officer reports are reviewed nightly by the supervisor for completeness and activity accountability. Ineffectiveness or nonproductivity is noted and officers are counseled and encouraged to increase their DWI activity. If an officer fails to increase his productivity, and he has been counseled, he may be transferred off the ASAP unit.

A total of 28,497 man-hours was authorized to the Indianapolis Police Department for ASAP enforcement in 1973.

The Indianapolis ASAP purchased, for use by the Indianapolis Police Department ASAP unit, 20 marked patrol sedans and two mobile vans. Each of the patrol sedans are equipped with red pulsating beacons, electronic sirens, spotlights located on the driver's side of the vehicle, protective screens separating the front and rear seating area, shot guns, highway flares and first aid kits.

The two mobile vans respond to the site of arrest or (as needed) assume stationary testing stations.

Each van is equipped with a Breathalyzer, Simulator, and police reporting forms, as well as police emergency equipment. Each mobile van is operated

by a policewoman driver/breath analyst. These officers are part of the 19 ASAP funded sworn field personnel.

Section 2 - ASAP Patrol Strategies and Deployment

Officers of the SAVE-unit accomplish ASAP patrol by utilizing one-man units.

Each officer is assigned to one of three sectors:

- Sector A: North of Sixteenth Street
- Sector B: South of Sixteenth Street
- Sector C: City-wide.

These sectors are not consistent with those of regular officers who operate in a seven-sector system. These sectors were determined on the basis of:

- High accident areas determined the basis of past accident histories
- Intersection traffic volume
- Previous OMVUI (operating a motor vehicle while under the influence) arrest experience.

The areas were cooperatively developed between the ASAP staff and the Traffic Analysis Section of the Indianapolis Police Department.

ASAP officers are relatively unrestricted in choosing their patrol area within their assigned sector. Areas with the greatest concentration of bars and entertainment centers are most heavily patrolled. These areas provide the officer with the greatest possibility of affecting arrest for OMVUI.

Officers assigned to the ASAP unit are not assigned to radio calls. Officers investigate an accident only when it is observed by the officer or when manpower needs of the department make it necessary.

At the time of this site visit, there were 87 sworn law enforcement officers who were certified breath examiner specialists within the Indianapolis Police Department. All candidates for training are volunteers who have submitted their request to their division head. All volunteers who request training will receive training as breath examiner specialists.

All such training is conducted at the City-County Training Academy located in Indianapolis, Indiana. The program is administered by the State Department of Toxicology. The instructors for this course are all state licensed chemists from the State Department of Toxicology.

Conclusions: According to ASAP personnel (as stated in analytical study number three), the "mobile Breathalyzer laboratories" (MBL) vans arrived in Indianapolis on March 14, 1973 and became operational in May 1973. In July of 1973, one van was rendered inoperative due to mechanical and electrical failure resulting in a fire in the engine compartment. The vehicle was not returned to service until November 1973. In December, the use of the MBL began to rise and the need for fixed test sites began to diminish. During 1973, the two MBL's were used to test 1,073 suspects, or 22% of the total 4,829 breath tests conducted. Officers of the SAVE-unit accounted for 65% of these tests and the regular patrol officers for only 35% of the total MBL tests.

The patrol strategies and deployment utilized by the SAVE-unit of the Indianapolis Police Department appears satisfactory to meet the needs of this ASAP site and is as reported in the Quarterly and Annual Reports submitted to USDOT/NHTSA.

Lt. Elmer, the ASAP Unit Commander, indicated that he prefers the selection of young, inexperienced officers to officers with, for example, three years of street experience. This preference is motivated by the fact that he has historically found that young officers are more progressive and aggressive in traffic enforcement than are older officers.

According to enforcement officials interviewed at the Indianapolis Police Department, there has not been a countermeasure meeting between ASAP and the enforcement countermeasure in 1½ years. Officers of this site feel that the Indianapolis ASAP is essentially a political organization which "lacks the ability to administer the program".

Recommendations: Communication between officers on the SAVE-unit of the Indianapolis Police Department and project management of the Indianapolis ASAP is essential. Countermeasure meeting should be established and conducted on a regular basis, at which time problems could be identified and vital information could be shared. This is a must.

In the opinion of this investigator, both the management of the Indianapolis Police Department SAVE-unit and the management of the Indianapolis ASAP have good working knowledge of the enforcement activity and procedures. Regular conferences between these groups could result in significant achievement being made within the enforcement countermeasure.

LOUISIANA (NEW ORLEANS)

Section 1 - Overview

The Department of Police, New Orleans, Louisiana is the only law enforcement agency participating in the law enforcement countermeasure of the New Orleans Alcohol Safety Action Project.

The current authorized strength of the New Orleans Police Department traffic division is 169 sworn police officers. At the time of this site visit, the department was up to authorized strength and also employed three non-sworn civilian personnel who served in a clerical capacity.

The New Orleans Police Department has authorized, for ASAP enforcement on a full-time basis, one Lieutenant, one Sergeant and 11 patrolmen employed on a full-time basis. The Lieutenant of the ASAP unit functions principally in an administrative role. The 11 patrolmen are primarily engaged in field operations and the Sergeant, who serves as supervisor, is also engaged in active DWI field operations. All of the described positions are sustained with federal funds provided by the New Orleans ASAP. In addition to the sworn personnel, one corrections officer who is a non-sworn officer is assigned to the ASAP enforcement countermeasure.

Officers of the New Orleans Police Department were selected for ASAP assignment on a volunteer basis. Although a minimum amount of police experience was not required, officers' performance records were examined. The final selection of officers was made by the ASAP commanding officer, Lt. C. LaDell.

The New Orleans Police Department Alcohol Safety Patrol is actively engaged in ASAP enforcement Tuesday through Saturday from 2100 to 0500 hours. The decision to use this schedule was made as a result of an agreement between the ASAP and the New Orleans Police Department.

Officers of the New Orleans Police Department are afforded Civil Service protection and the salary for a newly appointed officer is \$676 per month. All newly appointed officers must complete a one-year probationary period.

All applicants for police officer on the New Orleans Police Department must meet the following minimum requirements:

- Minimum height of 5'8" with height appropriate to weight
- Successfully pass a written examination
- Successfully pass a medical examination

Officers are officially encouraged to advance their formal education. However, no formal educational incentive plan is in effect at this time.

All newly appointed police officers to the New Orleans Police Department receive their initial enforcement training at the New Orleans Police Academy located at 958 Navarre Avenue, New Orleans, Louisiana. A total of 680 hours of instruction is provided. The New Orleans Department does not have an in-service training program.

ASAP officers are not rotated on a regular basis to other assignments within the New Orleans Police Department. The effectiveness and extent of activity of individual officers assigned to the ASAP is reviewed on a nightly basis. All report forms are reviewed and when "poor cases" or non-productivity are noted the officers are counseled. If they fail to bring their production up to standards established by Lt. C. LaDell, the officers are transferred off the ASAP squad.

The New Orleans ASAP purchased for the New Orleans Police Department ten unmarked patrol sedans and three mobile vans for use in ASAP enforcement. The patrol sedans are equipped with portable dash mounted rotating blue pulsating beacons, an electronic siren, a fixed transceiver and a supply of highway flares.

The three mobile vans respond to the scene of arrest or assume a stationary post in the area of the ASAP patrol. They are equipped with a photo-electric intoximeter, a typewriter, official reports, cabinets, chairs, built-in tables, a VHF radio, PA system, and emergency rotating light (blue). The mobile vans are each staffed by a corrections officer who is a certified breath examiner.

Section 2 - ASAP Patrol Strategies and Deployment

The ASAP patrol conducted by the New Orleans Police Department ASAP unit is accomplished using two-man units. Department policy mandates the use of two-man patrols in ASAP enforcement.

ASAP officers are not restricted to a specific patrol sector while conducting operations. ASAP officers are relatively unrestricted in choosing their own patrol areas. The areas most heavily patrolled are those areas where there are the greatest number of bars, taverns and drinking establishments. According to Lt. LaDell, these areas have the greatest probability of affecting an arrest for the offense of DWI.

ASAP officers do not conduct accident investigations.

No central listing of breath specialists could be located for the New Orleans Police Department. Each division commander trains new officers as the need arises. Officers are reluctant to volunteer due to the excessive court obligations associated with breath examiner specialist positions. According to Captain Curole of the Central Lock-up (the primary non-ASAP testing unit), he currently has 14 certified operators and is in need of one additional operator in order to have five operators per shift. Lt. LaDell, commander of the ASAP unit, advised that all ASAP personnel are licensed operators for a total of 27 documentable operators.

Any sworn officer of the New Orleans Police Department may make a request directly to the division commander to receive training as a certified breath examiner specialist. The final selection of who is to receive training is made by the division commander. Training in this course will be conducted at the New Orleans Police Academy, New Orleans, Louisiana. The program is administered by Dr. Hauser, Director State Department Board of Health, State Office Building, New Orleans, Louisiana. Instructors are drawn from state Department Board of Health staff who have completed the 80-hour breath testing course for operators/instructor. The basic operator course is 40 hours.

Conclusions: Although officers are not restricted to a specific patrol sector during ASAP field patrol operations, the geographical configuration of the city of New Orleans naturally gravitates these officers towards the area of the central city immediately surrounding the French Quarter. This area has a high quantity of tourists, pedestrian traffic and is noted as an area of high alcohol consumption.

The ASAP unit of the New Orleans Police Department is a highly motivated group of officers who exhibit a high degree of aggressiveness in the pursuit of DWI offenders.

As understood by this investigator, a problem exists between this enforcement unit and the project management staff of the New Orleans ASAP, concerning the manner in which these officers receive payment for court appearance. Further investigation into this matter had to be curtailed, since law enforcement officers at this site were reluctant to discuss this matter with this investigator, as was project management. This investigator strongly suspects that this issue could have severe adverse affects on the morale of the law enforcement officers comprising the ASAP unit of the New Orleans Police Department.

Recommendations: The controversy over payment for law enforcement appearance in court to testify regarding a DWI arrest effected while on ASAP patrol should be resolved at the highest level between the New Orleans Police Department, the New Orleans ASAP and the Regional DOT representative, if possible.

MAINE (CUMBERLAND AND YORK COUNTY)

Section 1 - Overview

The participating law enforcement agencies of the Maine ASAP program currently have the following personnel assigned to full-time ASAP patrol:

	<u>Officers/ Troopers</u>	<u>Supervisors</u>
Maine State Police	11	1 (cpl.)
Sanford Police Department	1	0
Westbrook Police Department	1	0
Brunswick Police Department	1	0
Scarborough Police Department	1	0
Portland Police Department	2	0
South Portland Police Departments	1	0

(During this site visit officers of the Maine State Police and officers of the Portland Police Department were interviewed.)

Figure 1 depicts the organizational structure of the Maine State Police, showing the ASAP unit's relationship to that agency.

It should be noted that the working supervisor of the ASAP unit of the Maine State Police holds the present rank of Corporal and his duties also include that of liaison officer to the ASAP Enforcement Coordinator. The position of liaison officer is largely that of a clerk with the administration and orchestration of the enforcement countermeasure resting with the Enforcement Coordinator.

As shown in Figure 8-1, the ASAP unit of the Maine State Police is actually under the control of the Southern Field Division Captain although the organizational chart shows their direct superior to be the adjutant administrator. This condition exists due to the geographic location of Cumberland-York County and the reporting procedures employed by the Maine State Police.

The Portland Police Department is currently undergoing a major reorganization. The future relationship of the two-man ASAP patrol to the department is not known. At present the two ASAP officers are assigned to the Traffic Division, which is under the direct control of the Captain of the Uniform Patrol Division. The Traffic Division is primarily an accident investigation unit and all sworn uniformed officers are expected to perform Traffic Law Enforcement during their normal patrol. During ASAP patrol the officers report to the supervisor on duty at the time, for the purpose of submitting reports.

The remaining ASAP participating law enforcement agencies consist of one sworn officer each, assigned to ASAP patrol. These officers are assigned by watch or shift and not by division. The organization of these departments is direct and vertical.

All officers of Cumberland and York Counties receive their initial police training at the Municipal Academy conducted by the Maine State Police. This training sets forth the manner of patrol and identifies procedures to be followed in effecting a OUI (Operating Under the Influence) arrest. Little deviance exists between the seven agencies with regard to OUI arrest procedures and techniques. Departmental policy is unwritten; however, officers are required to follow the procedures established in the Operating While Impaired by Intoxicating Liquor manual prepared by the Maine State Police and distributed to all law enforcement personnel during basic training at the Maine Municipal Police Academy. (See Appendix A; Exhibit 8a.)

All enforcement personnel at the operations level that were interviewed indicated a familiarity with the objectives of the Maine ASAP; however, it could not be established that these objectives are embraced by the enforcement element of the program.

In each instance the ASAP assigned officer represented additional manpower over and above the authorized/actual manpower existing within the agency prior to the operational date of the ASAP. Each agency is undermanned, at the present time, and the Maine State Police is actively engaged in a television recruitment program.

All orders and/or directives affecting the ASAP officers of the Brunswick, Portland, Sanford, Scarborough, South Portland and Westbrook Police Departments flow through the normal chain of command within their agency. The officers are assigned to a non-ASAP supervisor (generally of the rank of Sergeant) whose shift coincides with that of the ASAP officer.

All directives and/or orders affecting the ASAP unit of the Maine State Police flow from the normal chain of command within the Southern Field Division to the working ASAP supervisor who holds the rank of Corporal.

Section 2 - Patrol Strategies and Deployment

All participating law enforcement agencies, with the exception of the Maine State Police, have not been assigned geographic areas of patrol

within their jurisdiction. Each officer is free to patrol any area of his jurisdiction at his option. The Maine State Police (MSP), however, has established eleven designated areas of patrol.

The criterion used in establishing the eleven areas of responsibility were: (See Appendix A; Exhibit 8b.)

1. Total road mileage
2. Location of residence of ASAP trooper
3. Survey of 1,081 A/R accidents occurring from 1969 through 1970 on federal primary and secondary roads.

Exhibit 8b defines each of the eleven areas of ASAP MSP patrol, since areas #4, #5, #6, #7, #10, and #11 overlap other ASAP jurisdictional areas.

Conclusions: As has been the case with several other ASAP site visits during the course of the survey the coordination between the ASAP and the law enforcement agencies (with the exception of the Maine State Police) has been minimal and is generally limited to seminars or "banquet" type group meetings oriented towards the judicial and rehabilitative countermeasures. It is the opinion of this investigator that it is a general lack of aggressiveness of the ASAP law enforcement personnel at this site and not necessarily the enforcement procedure process that is the predominant problem of the Maine ASAP enforcement countermeasure. Officers interviewed repeatedly stated the ASAP management favors the rehabilitative countermeasures and exhibits lack of interest in the enforcement countermeasure.

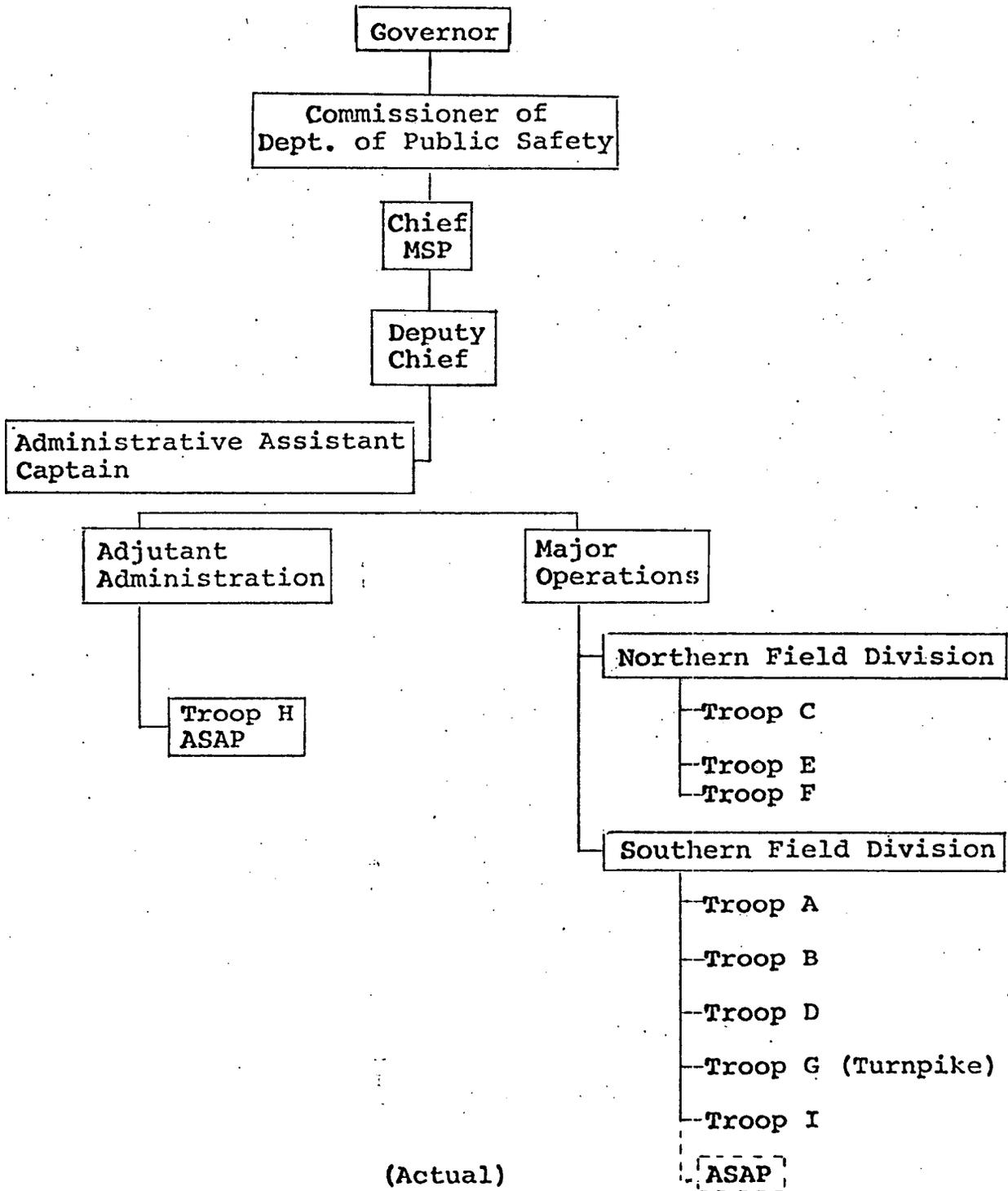
In the deployment of the eleven deployment areas utilized by the Maine State Police ASAP patrol, a confounding variable was created as a result of overlapping patrol therefore limiting valid evaluations of the effectiveness of patrol and effort within these areas. This investigator suspects the eleven patrol areas were established given greater credence to the establishment of nearly uniform "lids" or "subzones" than to the alcohol-related accident occurrences within the county.

Recommendations: It is recommended that personnel assignments within the project management of the Main Alcohol Safety Project be reviewed to

determine personnel effectiveness with regard to the enforcement component countermeasure. The apparent lack of aggressiveness on the part of the personnel currently charged with this responsibility falls short on that aggressiveness necessary for this site to meet the objectives of the enforcement countermeasure of the Maine Alcohol Safety Action Project.

Table 1

Organizational Structure of the
Maine State Police
Depicting the ASAP Enforcement Unit



(Actual)

Figure 8-1

MARYLAND (BALTIMORE)

Section 1 - Overview

The geographic area covered within the Baltimore Alcohol Safety Action Project is all of the Baltimore County which is located within the Baltimore Beltway, Interstate 695, including the political subdivision of the City of Baltimore.

The Baltimore Alcohol Safety Action Project is formed through the Maryland State Department of Health and Mental Hygiene by a contract (DOT-HS-043-1-059 with modification dated 11 June 1971) with the United States Department of Transportation, National Highway Traffic Safety Administration. The Baltimore ASAP entered into an agreement, dated 1 July 1971, with the Mayor and City Council of Baltimore City, Maryland, to act as a subcontractor working through the Baltimore City Police Department (see Appendix A; Exhibit 9c) and with the Maryland State Department of Public Safety and Correctional Services to act as a subcontractor working through the Maryland State Police (see Appendix A; Exhibit 9d) to perform Selective Traffic Enforcement aimed at the drinking-driver offense.

The jurisdictional area of the participating law enforcement agencies is as follows:

Baltimore City Police Department: The entire city of Baltimore, Maryland as defined by the political boundaries.

Maryland State Police: That portion of Baltimore County which is located within the physical boundaries of the Baltimore Beltway (Interstate 695) to include the Baltimore Beltway.¹

¹ Effective January 1, 1974, the Maryland State Police further modified this jurisdictional area to that portion of Baltimore County which is located within the physical boundaries of the Baltimore Beltway (Interstate 695) bordered on the west by Interstate 83 and bordered on the southeast by the Patapsco River. This modification had the effect of reducing by $\frac{1}{2}$ the jurisdictional area covered by this participating agency.

The total population for Baltimore County, including the City of Baltimore, is 1,508,900 as of July 1, 1974 (see Appendix A: Exhibit 9k). The population of the City of Baltimore is 855,000 and the population of Baltimore County, exclusive of the City of Baltimore, is 653,900.²

The total population actually residing within the jurisdictional area of the participating law enforcement agencies cannot be verified for Baltimore County. The arbitrary designation of the Baltimore Beltway as the jurisdictional parameter is not consistent with political definitions nor does it conform with U.S. Census Tracts or Standard Metropolitan Statistical Areas. It is for this reason that Baltimore Alcohol Safety Action Project Management and Evaluation Staff readily admit that population, licensed drivers and motor vehicle registrations represent their best "guesstimate" of the actual numbers.

The City of Baltimore has 79 square miles of land area. The jurisdictional land area located within the Baltimore Beltway is 100 square miles; however, effective January 1, 1974, only approximately 50 square miles is actually patrolled by the specially funded ASAP law enforcement personnel for the Maryland State Police.

Baltimore, the largest city in Maryland, has experienced the "flight to the suburbs," urban decay, rising crime rates, and rising death and injuries from traffic accidents and it is projected that between July 1972 and July 1977 Baltimore City population will decrease by 8% while the population of the suburban area within Baltimore County will increase by 6%.³

The belt highway (I-695) which encircles Baltimore and portions of Baltimore County has opened large residential regions beyond the highway leaving only traditional high income areas, low income, recreational, and business areas within the beltway. A direct result of this radial

² Maryland Center for Health Statistics: Maryland Population Estimates - July 1, 1972, and Projections to 1977 and the U.S. Bureau of the Census in Current Population Reports, Series P-25

³ Ibid.

expressway has been the relocation of the predominate middle income family beyond and out of the jurisdictional area of the ASAP.⁴

For this reason, it is difficult to ascertain, using the population statistics in themselves, the exact nature and the extent of the traffic within this ASAP's jurisdictional area.

- Demographic Representation⁵

	<u>BALTIMORE CITY</u>	<u>BALTIMORE COUNTY</u>
Average Income	\$7,461	\$9,389
Ethnic Composition		
White	52.9%	96.2%
Black	47.0%	3.8%
Occupational Configuration		
White Collar	44.4%	59.0%
Blue Collar	25.6%	27.6%
Government	20.1%	17.5%
Number of Licensed Drivers	unknown	unknown
Number of Registered Motor Vehicles*	316,343	345,070

* Estimated by Project Evaluation

- Participating Law Enforcement Agencies

The Baltimore City Police Department and the Maryland State Police were interviewed during the course of this site visit.

Responses obtained from representatives of these two participating law enforcement agencies indicated a complete understanding and

⁴ For a further discussion of the evolution of the ecology of the United States cities, see Urbanism in World Perspective: A Reader, edited by Sylvia Fleis Fava, "Recent Distortions of the Classical Models of Urban Structure," Crowell Company 1971.

⁵ Source: "Annual Report Calendar Year 1973"; Baltimore Alcohol Safety Action Project.

familiarity of the objectives of the Baltimore ASAP, and their agency's responsibility, in accordance with their respective subcontracts.

The total amount of 403 Federal Funds committed for ASAP enforcement, by agency, is as follows:

Baltimore City Police Department	\$445,466.00
Maryland State Police	\$326,555.00
	<u>\$772,021.00</u>

Each agency maintains a special enforcement unit through the utilization of a portion of these funds. These special enforcement units consist of the following manpower:

	Baltimore City	Maryland State
Patrolmen/ Troopers	8	7
Sergeants	1	1
TOTAL	9	8

In each instance, these officers/troopers represent additional manpower over and above the authorized/actual manpower existing within the agency prior to the operational date of the ASAP. At the present time, both agencies are undermanned and this condition is not expected to change within the near future.

The geographical area covered within the Baltimore ASAP constitutes approximately 179 square miles including the City of Baltimore; however only 129 square miles are actually patrolled by the special enforcement units of the Baltimore City Police Department and the Maryland State Patrol. The remaining 50 square miles, which are within the jurisdictional purview of the ASAP, are not patrolled by the Maryland State Police ASAP unit due to a history of low productivity in drinking driver arrests.

Current population trends in the Greater Baltimore area depict a decline in population projected through 1977 for the Baltimore City area and an increase in population projected through 1977 for the Baltimore County area located outside of the city limits.

- Training

Following the best-evidence rule, this investigator was unable to document (1) quantity of training received by ASAP officers; (2) quality of training received by ASAP officers; (3) frequency of training received by ASAP officers.

In reviewing quarterly and annual reports for this site several references were made as to training operation being conducted at the Baltimore ASAP site. In interviewing the former project director and current project staff they were unable to produce any lesson plans and/or class schedules for training they have held in the past.

During interviews with enforcement personnel of the participating law enforcement agencies no lesson plans were obtained and none of those interviewed could recall the dates in which they received training.

The Baltimore City Police Department produced two documents which they stated constituted their in-service training program which encompasses the offense of driving under the influence. (See Appendix A: Exhibits 9a, 9e, and 9f.) Exhibit 9a is training key no. 40 entitled "Driving Under the Influence," published by the IACP. Exhibit 9f is also prepared by the IACP and represents guidelines to be used by law enforcement personnel in handling cases involving under the influence.

A representative of the Baltimore City Police Department indicated that these two documents were used during calendar year 1973 during in-service training conducted during the Department's roll call. In interviewing several officers of this Department, none of those interviewed were able to recall this training. Exhibit 9g, GENERAL ORDER 70-03 BALTIMORE CITY POLICE DEPARTMENT, is the roll call training schedule used by this Department from 14 May 1973 to 19 July 1974. This schedule shows no provision for DWI training over this period.

During the period 4 February 1974 through 29 March 1974 traffic enforcement subjects were taught. This training consumes approximately ten minutes daily; considering the time factor and the list of these traffic subjects, it is questionable whether DWI was mentioned during these training sessions.

A characteristic of this ASAP site which is not often found at other ASAP locations is that each participating law enforcement agency is responsible for the initial evaluation of ASAP enforcement effort for all quarterly and annual reports submitted to DOT. In comparing documents prepared by these law enforcement agencies and submitted to the ASAP program (to include the narrative), with quarterly and annual reports one can easily see that the respective quarterly and annual reports consist of these reports verbatim. No documents were obtained from the ASAP office or at the law enforcement agencies themselves which show any feedback as a result of these submitted reports.

During this site visit, key personnel from each participating law enforcement agency were interviewed and requested to produce copies of their respective departmental regulations pertinent to the procedure employed in effecting a DWI arrest as well as those administrative regulations which bear upon the DWI enforcement function as a whole.

The Baltimore City Police Department provided a copy of a now outdated General Order 67-4 entitled "Procedure - Arrests for Operating Vehicle Under Influence of Intoxicating Liquor or Narcotic Drug" dated February 27, 1967, (see Exhibit 9h). This general order became outdated when the state arrest procedure was modified by the deletion of the Desk Sergeant's role in bail bond hearings.

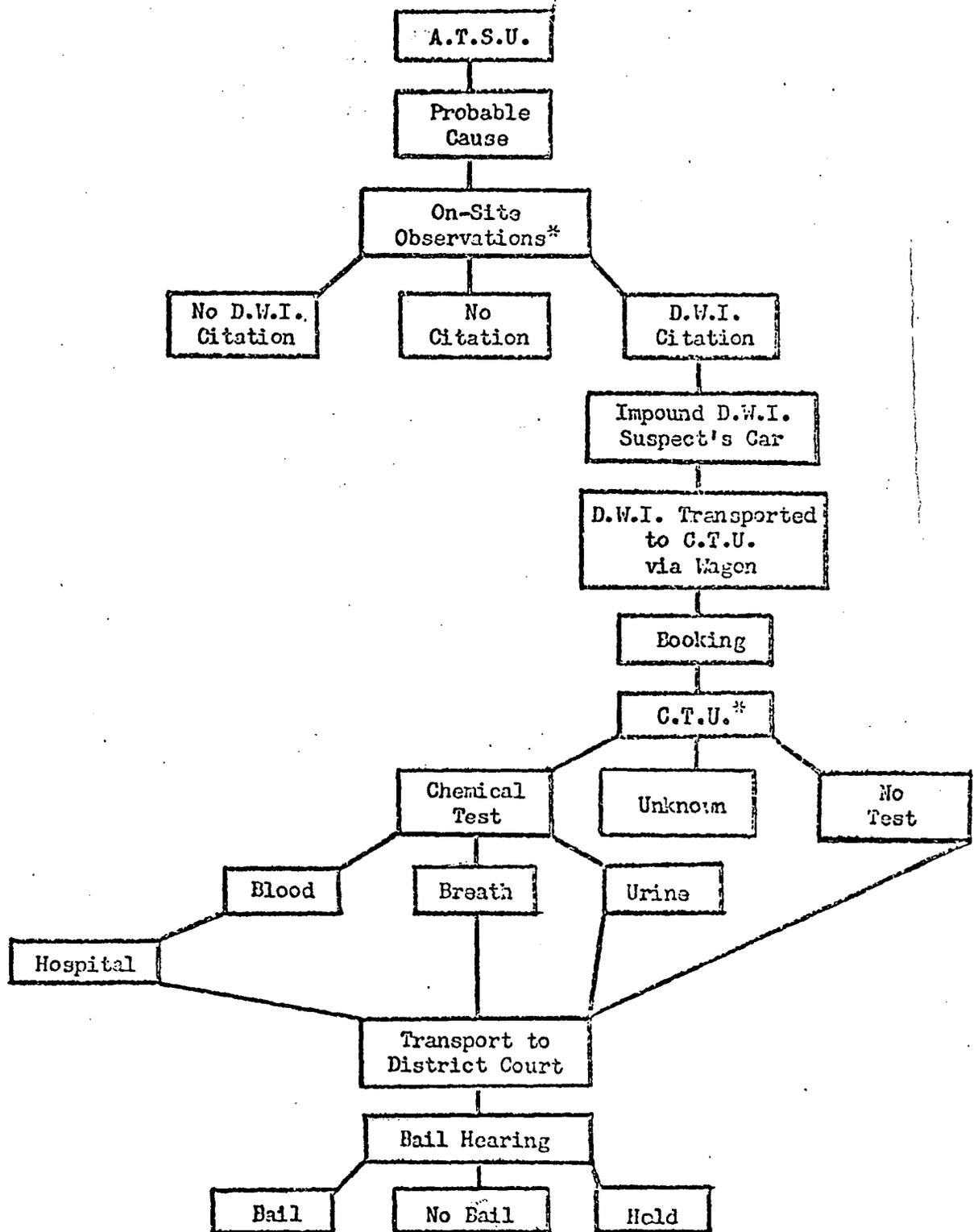
In addition, the Baltimore City Police Department also provided a draft copy of a proposed General Order creating a permanent Alcohol Traffic Safety Unit (ATSU) within the department. As of this writing, no action has been taken to implement this study. (See Exhibit 9i Alcohol Traffic Safety Unit.)

The existence of "unwritten" administrative policy is pronounced within both the Baltimore City Police Department and the Maryland State Police.

- General Enforcement Process

Table 2 depicts an overview of the general enforcement process, for DWI offenders, employed by the Baltimore City Police Department.

TABLE 2
 Baltimore Police Department



*Video Camera used at On-Site Observations and/or C.T.U.

Table 3 depicts an overview of the general enforcement process, for DWI offenders, employed by the Maryland State Police.

During the site visit no written administrative regulations relative to DWI were obtainable and the only administrative regulations (on the offense DWI) viewed were outdated and no longer in effect. Both the Baltimore City Police Department and the Maryland State Police ASAP units function through a network of unwritten, informal policies established by their respective commands.

Section 2 - ASAP Patrol Strategies and Deployment

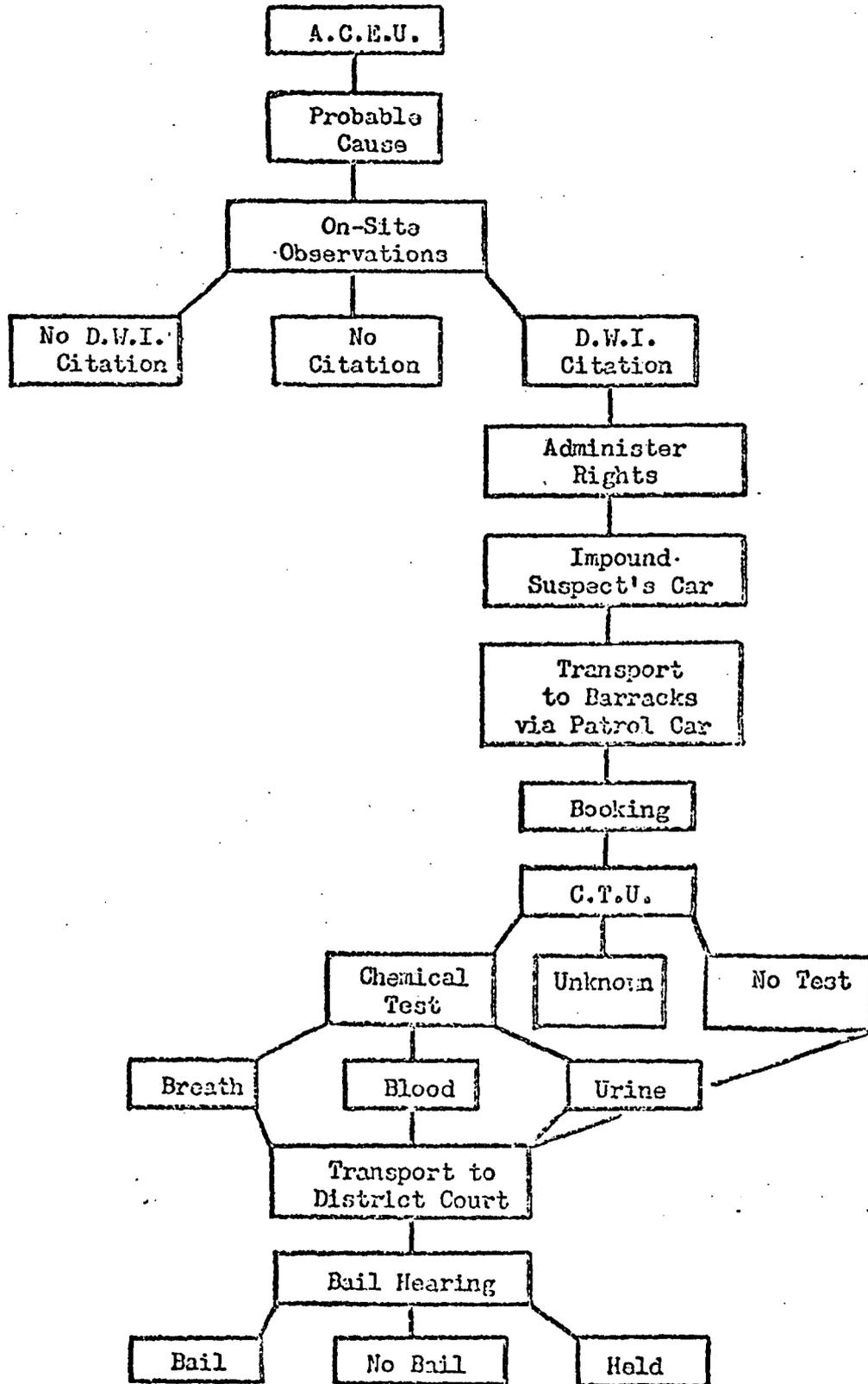
Table 4 depicts the organizational structure of the Baltimore ASAP, the Baltimore City Police and the Maryland State Police. The table also shows ASAP's relation to these agencies as well as the lines of communication which exist between them.

Tables 5 through 8 show the organizational changes which have taken place during the operational period. The Baltimore City Police Department created (within its Traffic Division) the Alcohol Traffic Safety Unit (A.T.S.U.) consisting of eight officers and one sergeant. The ATSU unit has as its primary function the identification and apprehension of DWI offenders.

Although the unit consists of a complement of eight officers of eight officers, the actual strength available for street patrol during a normal shift is six; the reason being allowances for sickness and scheduled time off.

Conclusions: According to organizational charts, provided by the Baltimore City Police Department (see Table 9), the unit is under the direct control of the Captain of the Investigative and Enforcement Section. In actuality, however, the Captain of IES exerts limited direct control over the unit; all directives and/or orders to ATSU are subject to the approval of the Chief of Traffic. Conflicting orders are seldom the case, yet, members of the unit itself felt that in the case of a conflict they would be uncertain as to whose orders they should follow.

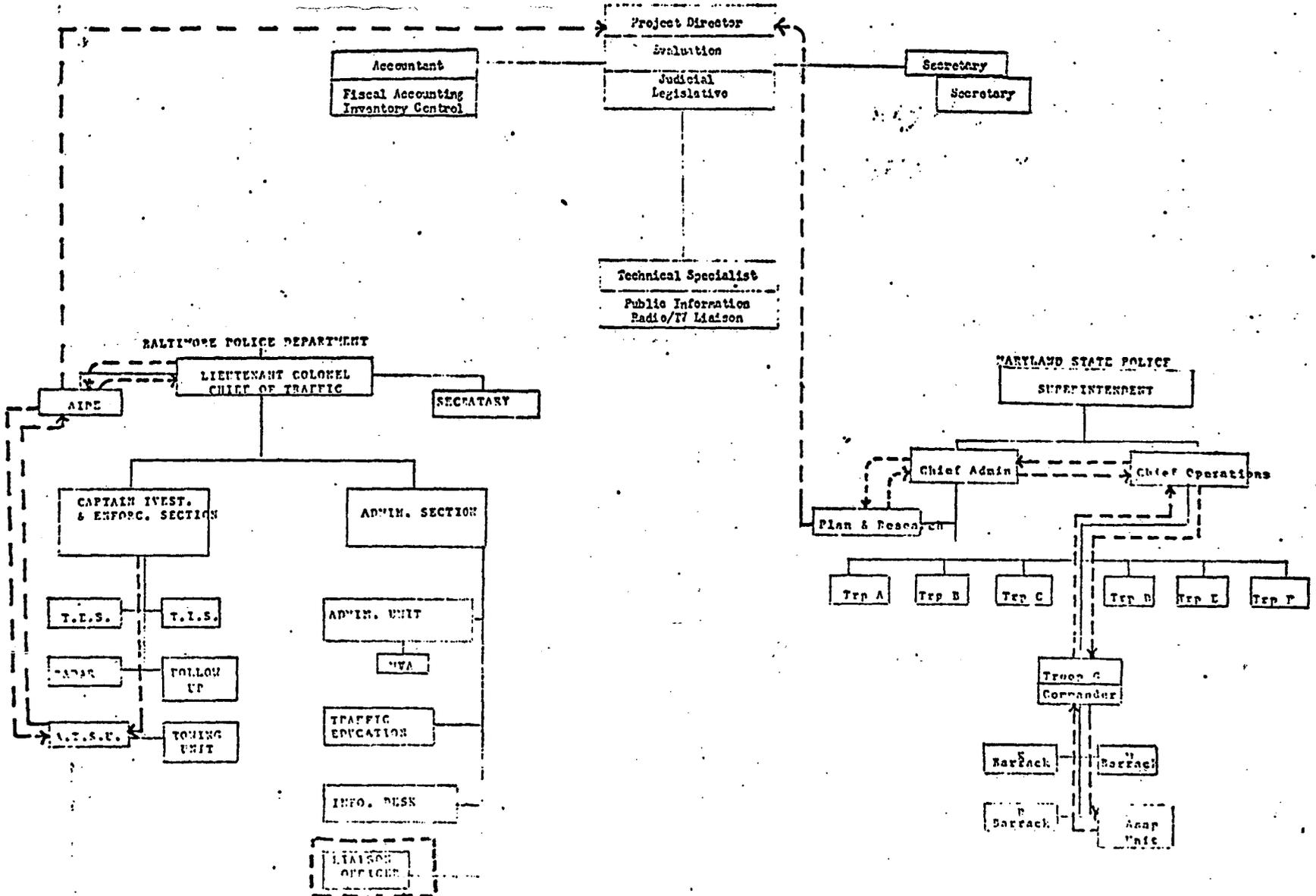
TABLE 3
Maryland State Police



PRESENT

TABLE 4
Organizational Chart

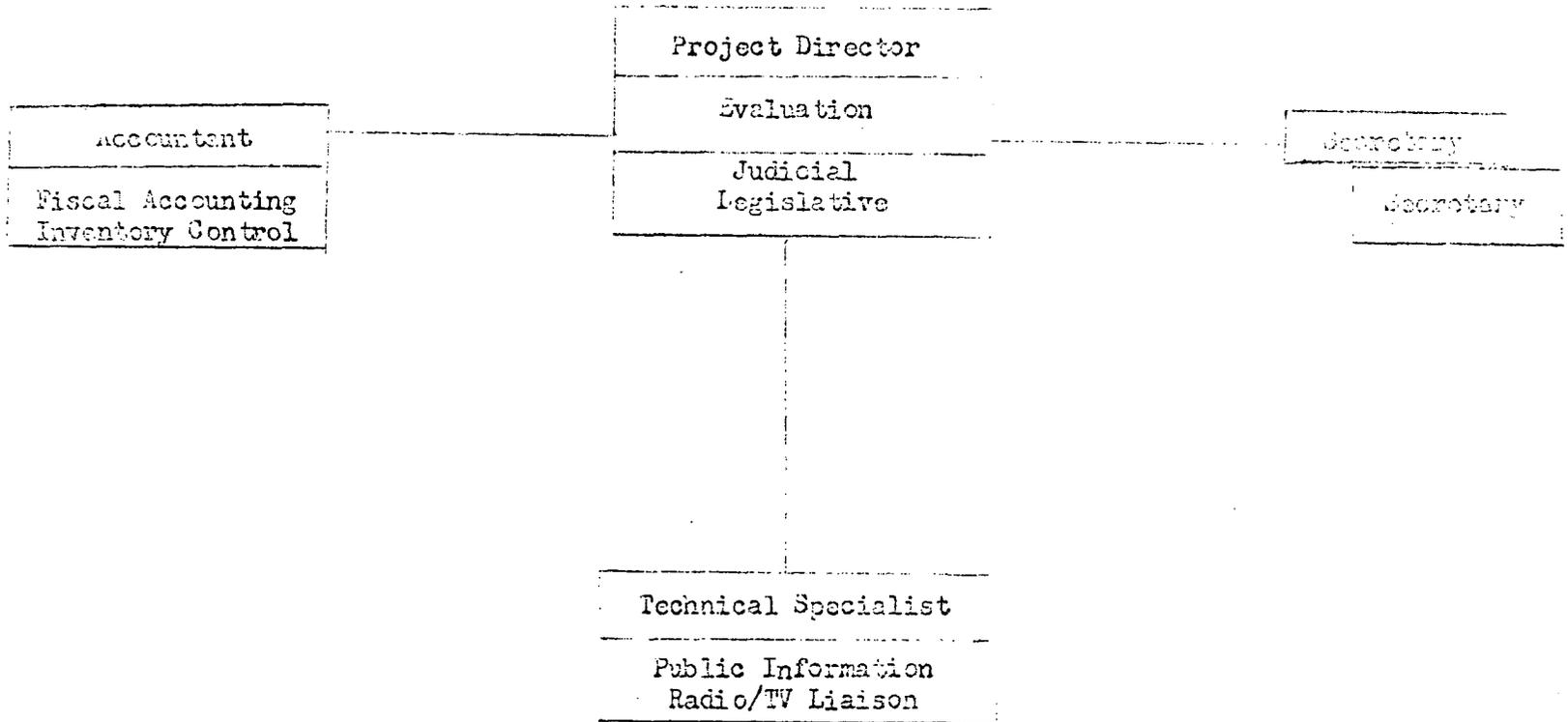
74



PRESENT

TABLE 5

Project Management
Organizational Chart



Project Management
Organizational Chart

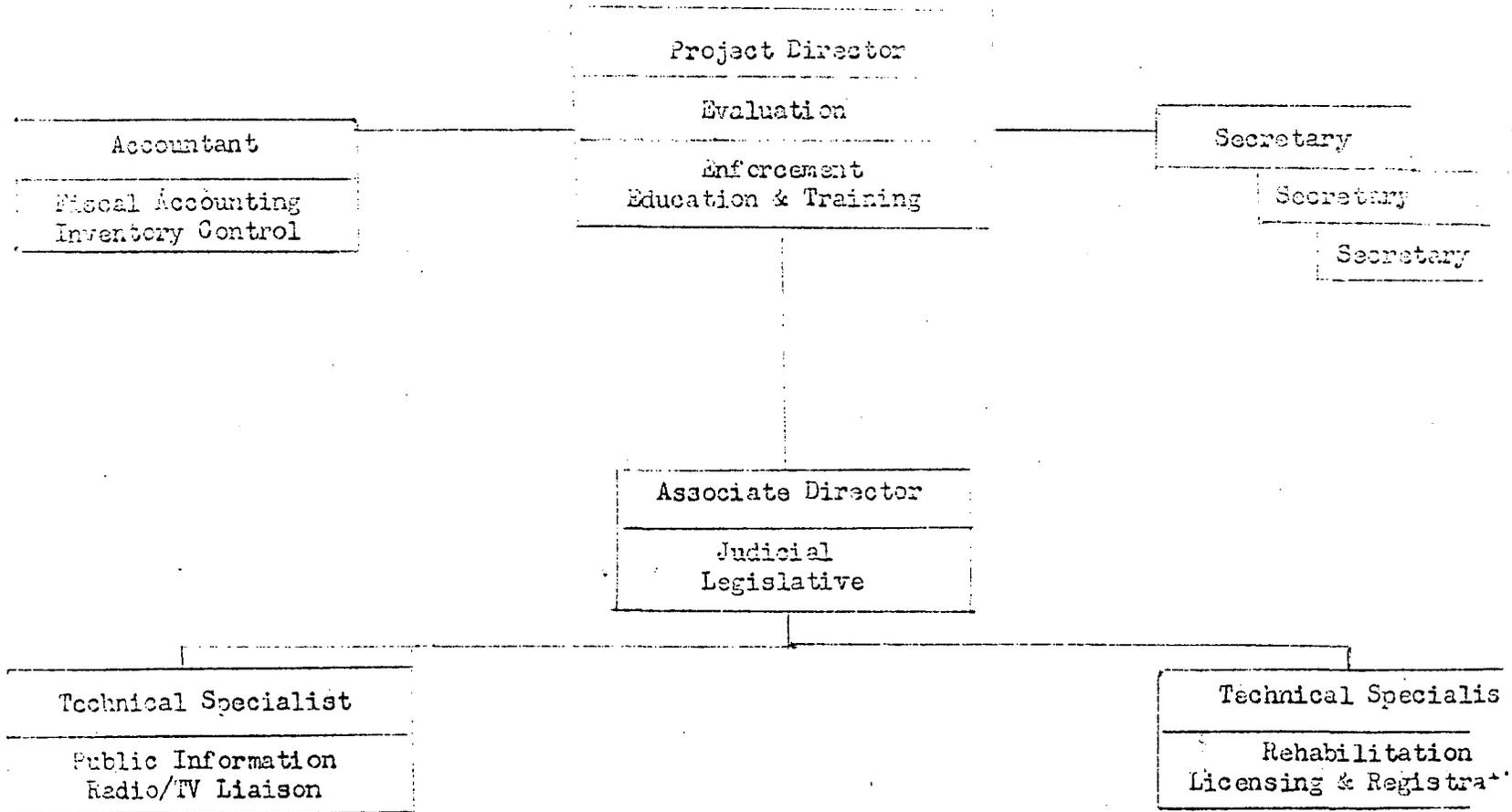
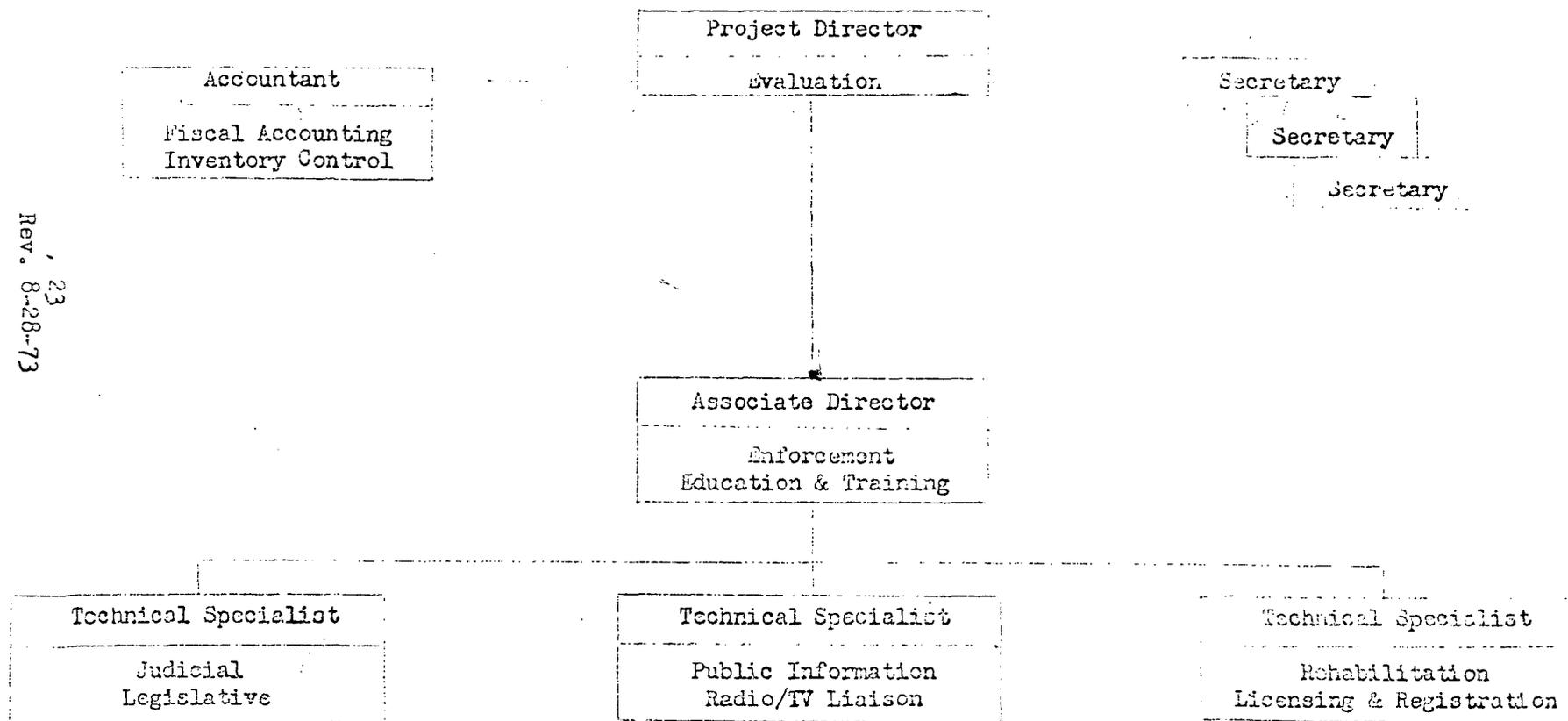


TABLE 7

MARCH 1974

Project Management
Organizational Chart



Rev. 8-28-73

TO APRIL 1973

TABLE 8

Project Management
Organizational Chart

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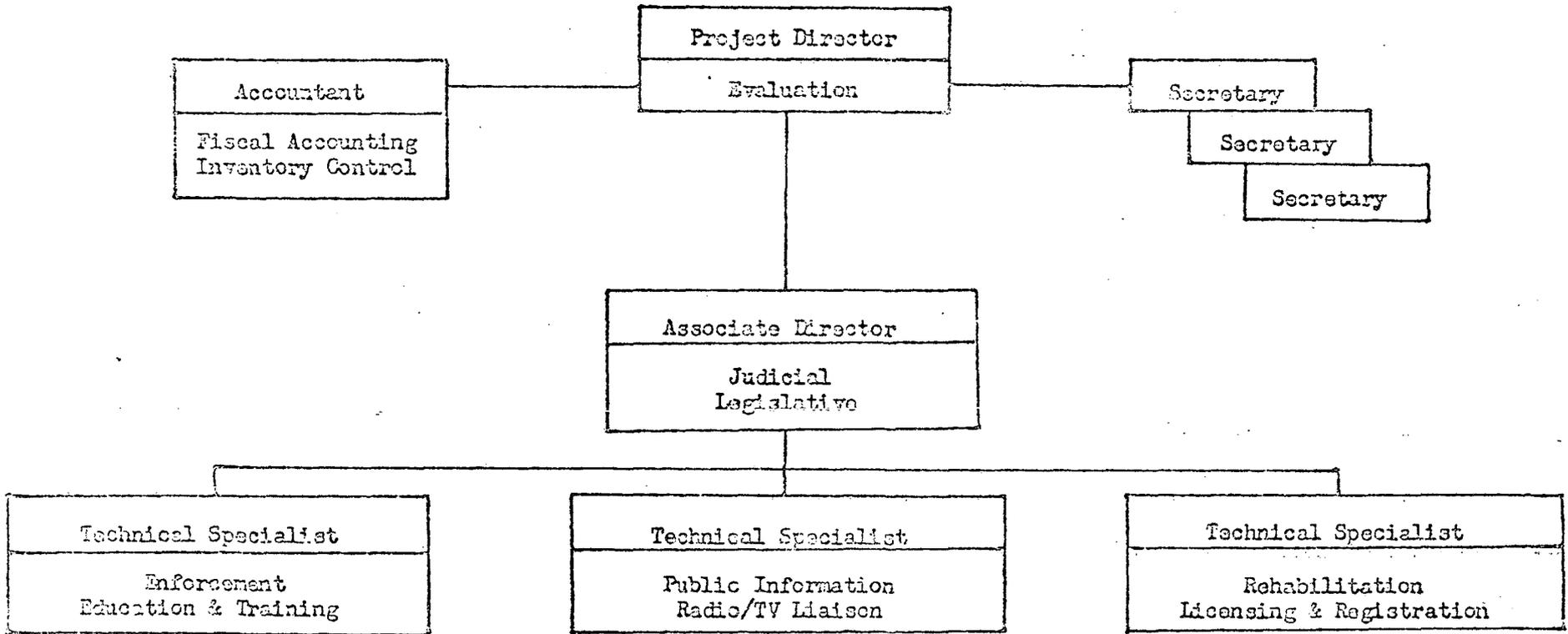
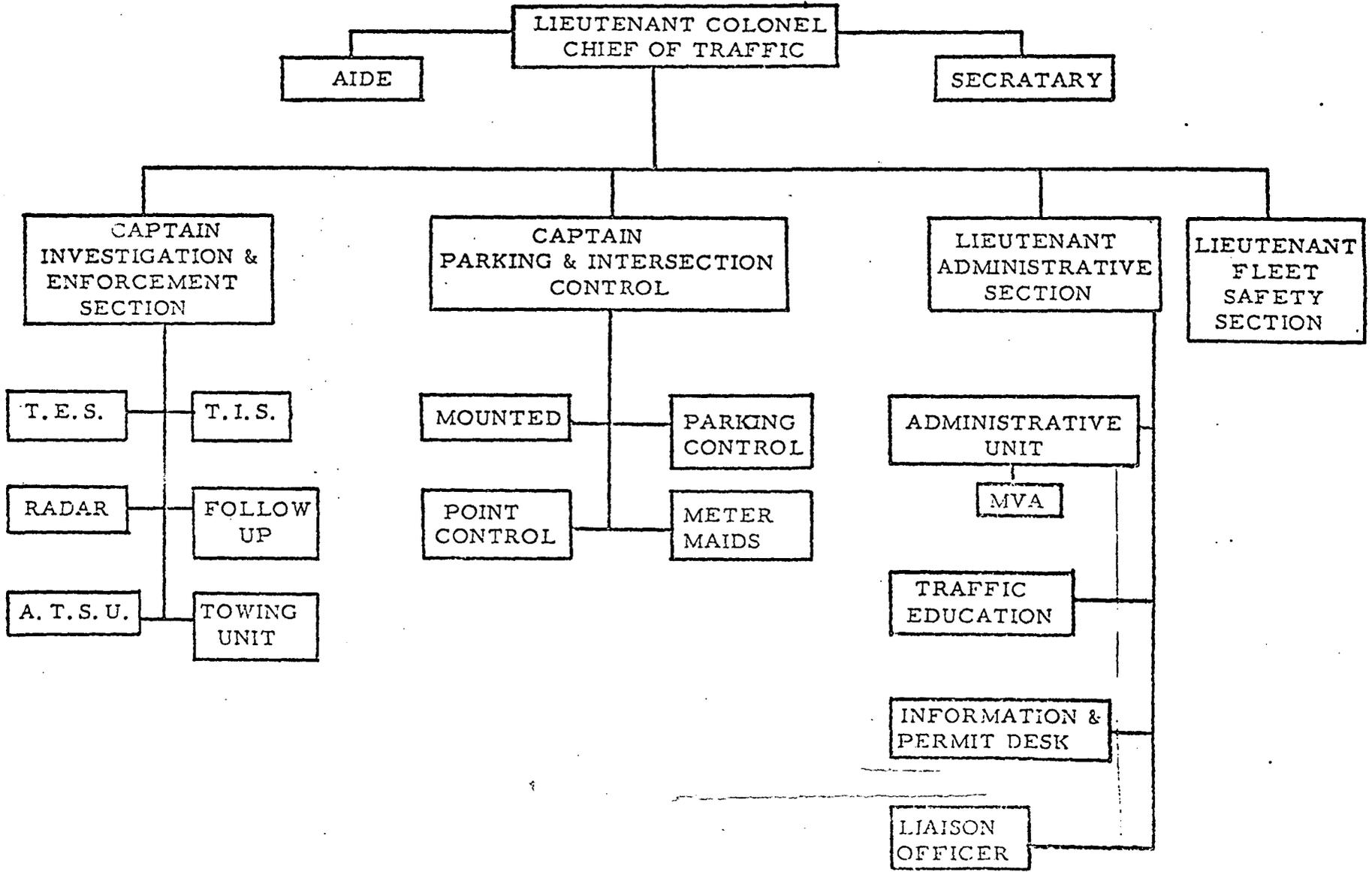


Table 9
TRAFFIC DIVISION



79

The Liaison Officer's position (see Table 4) does not exist; in actuality the aide performs this function. The Chief of Traffic supervises the ATSU personnel through his Aide who is of patrolman grade. The aide's primary duty is that of planning and research; but he also serves as an informal "enforcement coordinator" to the ASAP project. The aide's duties as "enforcement coordinator" requires only that he prepare and submit quarterly and annual reports to the Baltimore ASAP.

The broken lines depicted on Table 4 represent the actual lines of communication between the ASAP, the Department, and the ASAP ATSU unit. It is clear that little information is passed from the ASAP to the Baltimore City Police Department.

A problem facing the ATSU unit involves the procedure whereby the ATSU Sergeant on occasion serves as the T.E.S. (Traffic Enforcement Section) Shift Commander during the late night period of 2200 hours to approximately 0500 hours. The net result, or spin-off effect, is the apparent emphasis exerted on the unit to write traffic citations during their tour of duty, in addition to their alcohol patrol. (See Table 10.)

The organizational structure of the Maryland State Police is also depicted on Table 4. The ASAP unit was created within Troop G located in the Valley Barracks. The unit consists of seven troopers and one sergeant supervisor. The actual strength available for street patrol during a normal shift is five officers; again the reason being allowances for sickness and scheduled time off.

The lines of communication within this organization are well defined and the chain of command is always followed. Being a federal grant program, the ASAP unit is administered from the Planning and Research Unit, through the Chief of Administration's office.

The sergeant supervisor prepares daily reports of the ASAP unit activity which he forwards through the chain of command to the Planning and Research Unit who submits them on a quarterly and annual basis to the Baltimore ASAP, in accordance with their subcontract (see Appendix A; Exhibit 9j).

Table 10

HAZARDOUS MOVING VIOLATIONS VS. DWI CHARGES

June 1974

Traffic Division Alcohol Traffic Safety Unit Period: June '74	Days Worked	Hazardous Moving Violations	Other Violations	DWI Charges
SGT. WILSON	18	14	0	0
Jan. 1				
OFF. NEGG	17	42	0	7
Jan. 1				
OFF. BAILEY	14	19	5	5
Jan. 1				
OFF. EASTMAN	6	7	0	4
Jan. 1				
OFF. FARRINGTON	15	35	9	11
Jan. 1				
OFF. LIPPY	6	5	6	2
Jan. 1				
OFF. PATE	21	27	8	8
Jan. 1				
OFF. BERNHARDT	19	38	11	8
Jan. 1				
OFF. CRALL	20	46	5	7
Jan. 1				
OFF. LAMOND	19	51	6	6
Jan. 1				
OFF. PARKER	20	83	16	16
Jan. 1				
	175	365	64	74

The Maryland State Police is considering a proposal (unable to be documented) wherein the ASAP unit would be removed from the Troop G Barrack and placed directly under the control of the Chief of Operations. It is felt that this move would enable the unit to operate statewide responding to areas of high accident occurrences throughout the State of Maryland. Troopers refer to the proposal as "The Wolf-Pack Plan" and are in favor of such action.

- Tables 11 and 12 depict the recommended schematic for study of effectiveness of various mixes within the enforcement countermeasure for the drinking driver. Table 11 addresses the Baltimore City Police Department and Table 12 addresses the Maryland State Police; each table depicts the state-of-the-art at the time of the site visit.

If meaningful effectiveness measures are to be drawn from the information contained within the tables, it must be emphasized that the deployment procedure is subject to daily modifications and change at the sergeant's option.

Addressing the subject of "Patrol Allocation and Techniques," the President's Commission on Law Enforcement and Administration of Justice, reported to Congress:

Evaluation of differing methods of patrol depends on trying out those methods over long periods of time and calculating the changes in crime rates and solution rates that the changes in patrol techniques have produced....The reluctance to abandon traditional methods of operation in favor of untested, and therefore, potentially unsuccessful ones, has also delayed research into new methods....research, in the form of operational experiments, [should] be conducted by departments in conjunction with universities, research centers and other private organizations.

Operational experiments that are scientifically observed and evaluated require the control of variables if the resultant data is to hold any meaning. The random selection of marked or unmarked patrol cars, sergeant option of patrol area size and density, undermine control. Each agency readily admits that the ASAP units operate as any other unit within the respective commands. At no time during

Table 11

Baltimore Police Department

Personnel Assignment:

9 Full Time Overtime

└──────────┘

Rotate

X Every Day

Every Week

Every Month

Every Quarter

Every Six Months

Other

Patrol Area:

1/2-mile area (5-mile road network)

1-mile area (10-mile road network)

1.5-mile area (15-mile road network)

2-mile area (20-mile road network)

X City Wide

Vehicles:

8 Marked Motorcycle

1 Unmarked Automobile

Duration:

X Number of Hours of Day 6

X Number of Days of Week 7

X Number of Weeks 52

X Number of Months 12

Type of Unit:

X One-Man

Two-Man

Time Frame:

Hour of Day

From 9:00 P.M.

To 5:00 A.M.

Day of Week

X Mon X Fri

X Tues X Sat

X Wed X Sun

X Thurs

Patrol Unit Density:

X Saturation

2 Units X 6 Units

3 Units 7 Units

4 Units 8 Units

5 Units 9 Units

L Single Unit Riding Supervisor

Table 11 (Continued)

<u>B.A.C.:</u>		<u>Physical Coordination:</u>	
<u>Location</u>		<u>Location</u>	
<input type="checkbox"/> Site of Arrest		<input type="checkbox"/> Site of Arrest	
<input checked="" type="checkbox"/> Headquarters/Substation	(Breath, URINE)	<input checked="" type="checkbox"/> Headquarters/Substation	
<input checked="" type="checkbox"/> Hospital/Laboratory	(Blood)	<u>Test</u>	
<u>Device</u>		<input checked="" type="checkbox"/> Balance	
<input type="checkbox"/> Portable (Screening)		<input checked="" type="checkbox"/> Walking	
<input type="checkbox"/> Mobile (Van-evidentiary)		<input checked="" type="checkbox"/> Finger-to-nose	
<input checked="" type="checkbox"/> Fixed (Headquarters, Substation/ Hospital-evidentiary)		<input type="checkbox"/> Pick-up	
		<input type="checkbox"/> Other	

<u>Disposition of Arrestees:</u>	
<input type="checkbox"/> On-site Release	
<input type="checkbox"/> Release at Station/Headquarters	
<input checked="" type="checkbox"/> ^{generally} incarceration , Recognizance or Bond	

Baltimore Police Department

	Who	What	When	Where	How
TESTING	Arresting officer	Bodily substance	At time of apprehension	At scene of apprehension	✓ Chemical test
	Other patrol officer in unit	✓ Breath ✓ Blood ✓ Urine	✓ Before arrest	Van Patrol vehicle	✓ Breath test Field kit ✓ Machine ✓ Urine ✓ Blood
	Headquarters (station) officer	Physical coordination	After arrest	✓ Headquarters	✓ Physical coordination
	✓ Police laboratory technician	Test #1 ✓ Test #2 ✓ Test #3 Other	30 minutes after apprehension	✓ Hospital	
	Other officer	✓ Chemical testing device	20 minutes after advice of implied consent		
	Other civilian department employee				
	✓ Hospital				
RECORDING	✓ Arresting officer	✓ Physical coordination test	✓ Time of first detection	On street	Audio tape recorder
	Other patrol officer in unit	✓ Chemical test — procedures, results	✓ Time of apprehension	✓ Site of apprehension	Visual movie camera
	Headquarters (station) officer	✓ Administer of rights	✓ During transport	✓ Station	✓ Audio/visual T.V.
	✓ Police laboratory technician	✓ Administer of implied consent	✓ When administering tests	✓ Patrol vehicle	Still camera
	Other officer	✓ Physical condition	✓ Chemical ✓ Physical coordination	Headquarters	✓ Form
	Other department civilian	✓ Conversation			
		✓ Driving behavior			

Table 12

Maryland State Police

Personal Assignment:

8 Full Time Overtime

Rotate

Every Day

_____ Every Week

_____ Every Month

_____ Every Quarter

_____ Every Six Months

_____ Other

Patrol Area:

1/2-mile area (5-mile road network)

_____ 1-mile area (10-mile road network)

_____ 1.5-mile area (15-mile road network)

_____ 2-mile area (20-mile road network)

Vehicle:

_____ Marked Motorcycle

8 Unmarked Automobile

Duration:

Number of Hours of Day 8

Number of Days of Week 7

Number of Weeks 52

Number of Months 12

Type of Unit:

One-Man

_____ Two-Man

Time Frame:

Hour of Day

From 7:30 PM

To 3:30 AM

Day of Week

Mon Fri

Tues Sat

Wed Sun

Thurs

Patrol Unit Density:

Saturation

_____ 2 Units _____ 6 Units

_____ 3 Units _____ 7 Units

_____ 4 Units _____ 8 Units

5 Units _____ 9 Units

1 Single Unit Routing Supervisor

Table 12 (Continued)

<u>B.A.C.:</u>	<u>Physical Coordination:</u>
<u>Location</u>	<u>Location</u>
<input type="checkbox"/> Site of Arrest	<input type="checkbox"/> Site of Arrest
<input checked="" type="checkbox"/> Headquarters/Substation (Breath, Urine)	<input checked="" type="checkbox"/> Headquarters/Substation
<input checked="" type="checkbox"/> Hospital/Laboratory (Blood)	<u>Test</u>
<u>Device</u>	<input checked="" type="checkbox"/> Balance
<input type="checkbox"/> Portable (Screening)	<input checked="" type="checkbox"/> Walking
<input type="checkbox"/> Mobile (Van-evidentiary)	<input checked="" type="checkbox"/> Finger-to-nose
<input checked="" type="checkbox"/> Fixed (Headquarters, Substation/ Hospital-evidentiary)	<input type="checkbox"/> Pick-up
	<input type="checkbox"/> Other

<u>Disposition of Arrestee:</u>
<input type="checkbox"/> On-site Release
<input type="checkbox"/> Release at Station/Headquarters
<input checked="" type="checkbox"/> Incarceration, Recognizance or Bond

Maryland State Police

	Who	What	When	Where	How
TESTING	Arresting officer	Bodily substance	At time of apprehension	At scene of apprehension	✓ Chemical test
	✓ Other patrol officer in unit	✓ Breath ✓ Blood ✓ Urine	✓ Before arrest	Van Patrol vehicle	✓ Breath test Field Kit ✓ Machine
	Headquarters (station) officer	Physical coordination	After arrest	✓ Substation	✓ Urine ✓ Blood
	Police laboratory technician	✓ Test #1 ✓ Test #2 ✓ Test #3 Other	x minutes after apprehension	Headquarters	✓ Physical coordination
	Other officer	Chemical testing device	x minutes after advice of implied consent	✓ Hospital	
	Other civilian department employee				
	✓ Hospital				
RECORDING	Arresting officer	✓ Physical coordination test	✓ Time of first detection	On street	Audio tape recorder
	Other patrol officer in unit	✓ Chemical test — procedures, results	✓ Time of apprehension	✓ Site of apprehension	Visual movie camera
	Headquarters (station) officer	✓ Administer of rights	✓ During transport	Station	Audio/visual T.V.
	Police laboratory technician	✓ Administer of implied consent	✓ When administering tests	✓ Patrol vehicle	Still camera
	✓ Other officer	✓ Physical condition	✓ Chemical ✓ Physical coordination	Headquarters	Form
	Other department civilian	✓ Conversation			
		✓ Driving behavior			

the site visit did this investigator find documentation showing that this site engaged in monitoring/controlling of the patrol deployment strategies and procedures used by their ASAP law enforcement units. This lack of coordination/monitoring became observable during interviews with Project Staff when the hours of patrol duty were misstated.

All directives and/or orders effecting the ATSU Unit of the Baltimore City Police Department flow from the Chief of Traffic through his appointed liaison/aide who in turn interacts with the Sergeant of the ATSU Unit.

All directives and/or orders effecting the ASAP Unit of the Maryland State Police flow through the normal chain of command within that agency.

Both programs are administered through the Research and Planning Sections of the participating agencies.

Communication lines between the Baltimore ASAP and the participating law enforcement agencies are informal and usually limited to fiscal matters.

Coordinating and monitoring of the Alcohol Unit patrol deployment strategies and procedures by the Baltimore ASAP, is informal and could not be documented during this site visit; each agency consumes a considerable amount of time in collecting and submitting data to the ASAP, and on occasion has solicited assistance from project staff in supplying data for internal evaluation purposes.

Recommendations:

- The Baltimore Alcohol Safety Action Project should support and assist where necessary the Maryland State Police in their proposal to remove the ASAP unit from the Troop G Barrack and place them directly under the control of the Chief of operations. This investigator believes that this move would enable this unit to operate on a statewide basis responding to the areas of high accident occurrences throughout the state of Maryland.
- The entire evaluation process at this site consists of tabulation of data elements rather than evaluation of the enforcement countermeasure. Where evaluation and statistical means were

employed by the ASAP office and reported in quarterly, annual and special analytical studies, the results were not reported back to the agency which supplied the raw data. As a result, both participating law enforcement agencies are unaware as to 1) their efficiency in meeting ASAP objectives; 2) their effectiveness in meeting ASAP objectives; 3) their degree of success and/or failure in relation to similar programs existing throughout the country. Regularly scheduled conferences between the Baltimore Alcohol Safety Action Project and officials of each participating law enforcement agencies should be conducted at which time both participating law enforcement agencies could be briefed as to their efficiency, and effectiveness in meeting ASAP objectives.

MASSACHUSETTS (BOSTON)

Section 1 - Overview

The law enforcement agencies participating in the Boston Alcohol Safety Action Project enforcement countermeasures are: 1) the Boston Police Department (BPD) and 2) the Massachusetts Registry of Motor Vehicles (RMV). The BPD has 11 overtime officers and the RMV has 20 overtime officers who rotate daily. Any BPD officer who wishes to work on an overtime basis is eligible to work in the ASAP patrol assignment. His right to this assignment is protected by the negotiating union of that agency.

The RMV notified all registry officers within Massachusetts of the ASAP overtime work opportunities. As a result, approximately 159 officers submitted work requests. Based upon the officer's geographical location and previous Operating Under the Influence (OUI) arrest activity, assignments were granted (see Appendix A; Exhibit 10b). The patrol unit leaders (cruiser operators) were selected according to their knowledge of the Greater Boston area and past experience in radio and cruiser operation. The supervisors in both agencies are funded by ASAP and actively supervise the patrols while they are engaged in their enforcement operations.

Neither the BPD nor the RMV supervisor knew the number of manhours authorized for ASAP assignment. Both knew they were to have a certain number of men for a stated number of days. Apparently the manhours authorization was kept by the Boston ASAP, who would advise them should a problem or question arise. The number of manhours required to effect an OUI arrest was not documented, but the estimate given was approximately five hours involving five or six officers.

BPD acknowledged ten hours of classroom instruction conducted by the Boston ASAP at the Boston Police Academy. According to Lt. J. Dow of the Tactical Patrol Force (TPF), the main thrust of the training was how to identify the OUI offender. This training was given to members of the TPF and supervisory personnel. Due to the overtime system of assignment an additional 40-minute block of instruction had been included in the Boston Police Department in-service training program. Since RMV officers come

from many areas of Massachusetts, ASAP overtime assignment training was impossible. A training packet was given to each participating officer prior to his beginning patrol (see Appendix A; Exhibit 10c). Items contained in the packet are:

- Instructions to ASAP Supervisor
- Statement of disposition of persons below .05% BAC
- Fourteen most common driving deviations
- Notice of right to medical examination
- Right of telephone use by person held in custody
- Miranda warning and waiver
- Arrest procedure
- Breathalyzer - when required and location of instruments
- Sample of Refusal Form
- Sample of Alcoholic Influence Report Form
- Code signals
- IACP Training Key #9: Searching Arrested Persons
- IACP Training Key #24: The Use of Handcuffs
- IACP Training Key #76: The Police Baton
- IACP Training Key #44: Transporting Prisoners
- RMV Police Radio Network and Interfaced Police Networks

ASAP enforcement is conducted by BPD from 200 - 0200 hours Thursday, Friday and Saturday. RMV conducts its operations (commencing May 1974) from 2000 - 0400 hours Friday and Saturday, and from 1800 - 0001 hours Sunday.

The vehicles procured with federal funds for ASAP enforcement were marked units, six utilized by BPD and ten by RMV.

Section 2 - Patrol Strategies and Deployment

Both agencies utilized two-man units due to unwritten departmental policy and ASAP contract specifications. Officers patrol a specific area during their shifts. These areas were determined by the respective departmental supervisors of the BPD and RMV. BPD advised that fatal accident records and internal traffic information as well as records were reviewed as a on-going procedure to determine patrol areas. Special attention was given to changes in traffic flow patterns. The RMV advised that their jurisdictional

area was divided into six equal areas containing main thoroughfares into and out of Boston. Special attention was given to high fatal accident areas depicted by internal traffic reports. Only the supervisor had the option of re-assigning an officer if his arrest activity was low during a shift. Generally the entire city of Boston was covered with RMV patrols covering areas not patrolled by BPD.

The Boston Police Department could not provide data regarding the number of evidentiary tests, refusals and average BAC's of offenders arrested by ASAP and non-ASAP officers during or prior to ASAP implementation (they did record the number of OUI arrests). RMV had data on the number of OUI arrests, breath tests, and refusals effected by their ASAP officers. Both agencies stated that the ASAP was the custodian of these records.

The evidentiary testing for both agencies is conducted by the Boston Police Department, of which 18 uniformed officers are qualified to administer the test. They received their certification upon completion of the State Police Course on Breath Testing.

Conclusions: The development of an effective patrol deployment and strategy has been severely handicapped through the utilization of an overtime officer - ASAP patrol configuration at this site - Negotiations between the organized police union of the Boston Police Department and ASAP management have not been resolved favorably to meet ASAP enforcement objectives. The utilization of officers employed in an overtime status allows a "clerk", who is a sworn police officer, to volunteer for ASAP patrol and receive his "fair share of the overtime money allocated." The "police officer clerk" may not have been engaged in street duty for five or six year and his enthusiasm is limited to merely "putting in the hours and getting the pay."

Recommendations: Officials of the Boston ASAP should seriously consider the establishment of a special full-time, ASAP law enforcement unit within the Boston Police Department, preferably within the Tactical Patrol Force. It is recognized that in order to accomplish this task the Boston ASAP must receive a local commitment of ongoing funds to support such a permanent unit within the organization of the BPD or face allegations by the negotiating union that attempts are being made to deny all officers of this site the opportunity to work in an overtime assignment.

MINNESOTA (HENNEPIN COUNTY)

Section 1 - Overview

TABLE 1
Characteristics of Participating Agencies

1. Law Enforcement Agencies who Participate in ASAP Enforcement	a. Current Authorized Strength	b. Actual Current Strength	(1) Number Sworn Officers	(2) Number Non-Sworn
Brooklyn Center P.D.	39 3/4	39 3/4	30	9 3/4
Brooklyn Park P.D.	37	35	26	9
Edina P.D.	55	55	46	9
Golden Valley	no auth. limit	92	80	12
Hennepin Co. Sher.	DNO	-	-	-
Hopkins P.D.	28	28	22	6
Minneapolis P.D.	1040	1046	931	115
Maple Grove P.D.	9	9	7	2
Mound P.D.	14 1/2	14 1/2	13 1/2	1
New Hope P.D.	DNO	-	-	-
Plymouth P.D.	24	24	22	2
Richfield P.D.	49	49	40	9
St. Louis Park P.D.	110	108	94	14
Minn. Hwy. Patrol ¹	83	82	65	17
S. Lake Mtka P.D.	13	13	12	1
Eden Prairie P.D.	DNO	-	-	-

¹ These totals only cover that portion of the State Patrol that is active in the ASAP jurisdictional area.

TABLE 2
ASAP Personnel Breakdown

	2. How many sworn officer positions are designated specif. for ASAP Enforcement ¹	a. How many of these are principally administrative or supportive	b. How many are primarily engaged in field operations	(1) How many are supv. officers	c. How many of these positions are sustained with Federal funds
Brooklyn Center	1	0	1	0	1
Brooklyn Park	2	0	2	0	2
Edina	2	0	2	0	2
Golden Valley	2	0	2	0	2
HCSO	4	0	4	0	4
Hopkins	2	0	2	0	2
Minneapolis	6	0	6	0	6
Maple Grove	1	0	1	0	1
Mound	1	0	1	0	1
New Hope	2	0	2	0	2
Plymouth	2	0	2	0	2
Richfield	2	0	2	0	2
St. Louis Park	2	0	2	0	2
Minn. Hwy. Patrol	3	0	3	0	3
S. Lake Mtna ¹					
Eden Prairie	1	0	1	0	1

¹ All positions designated for ASAP enforcement are:

- (1) Part-time
- (2) overtime
- (3) voluntary assignments within their respective law enforcement agency.

All 16 agencies participating in the Hennepin County Alcohol Safety Action Project solicited volunteers from the ranks of the sworn uniform patrolmen. Although a minimum amount of experience was not required, the officer performance record was examined in most cases of officer selection. This review did not, however, constitute a requirement in the officer selection. Final selection of volunteer officer was subject to the approval of the respective Chief of Police or his designated representative.

All scheduling of Hennepin County ASAP duty hours and days of patrol are determined by letter of agreement between the Hennepin County ASAP director and the respective law enforcement agencies. The letters of agreement were not provided to this investigator for review.

Officers of this site are afforded civil service protection and the average starting salary for newly appointed officers is approximately \$9,000 per year. The probationary period for newly appointed officers is generally six months. Minimum requirements which an applicant must meet before being considered for the position of a police officer within the Hennepin County ASAP jurisdictional area are generally completing a three-hour written examination, successfully passing a physical exam, completing an agility test, an oral interview before the police/civil service board, having finished high school and successfully completed two years of college.

As a matter of unwritten policy, officers are officially encouraged to advance their formal education. No educational incentive program was in effect at the time of this site visit.

The Minneapolis Police Department operates its own police training academy located in the 5th Precinct of the Minneapolis Police Department. As a general rule this academy trains the majority of new officers from the surrounding Hennepin County Municipal law enforcement departments.

In-service training is not conducted on a regular basis.

A total of 24,400 man-hours were authorized within Hennepin County for ASAP enforcement during calendar year 1973. These hours are unequally distributed among the participating law enforcement agencies by the management of the Hennepin County ASAP.

Originally three mobile vans were procured with federal funds by the Hennepin County ASAP for use by ASAP enforcement personnel. In fall of 1972, two additional vans were procured with Federal funds to be utilized by the enforcement personnel of the Hennepin County ASAP.

Mobile vans are employed in such a way that they are generally stationary at a predetermined field location which is centrally located in

the area and in which the ASAP enforcement units are operating. The mobile vans are equipped with a Breathalyzer and simulator and the necessary supportive administrative equipment. The van is staffed by one sworn law enforcement officer who is a licensed Breathalyzer operator.

Section 2 - ASAP Patrol Strategies and Deployment

ASAP patrol is conducted by the participating law enforcement agencies of the Hennepin County ASAP utilizing one-man units. These ASAP officers are not restricted to a specific patrol sector while conducting ASAP enforcement. ASAP officers are relatively unrestricted in choosing their patrol area. Those areas of the jurisdiction which are most heavily patrolled are those areas where the probability of effecting a DWI arrest is the greatest, i.e., areas of entertainment and liquor establishment. Officers state that these areas of the jurisdiction receive the heaviest patrolling activity, as they have historically produced a higher number of DWI arrests.

ASAP officers do not conduct accident investigations due to the overtime/part-time configuration of the enforcement countermeasure. The squads are seldom called upon to handle non-ASAP related police calls.

<p><i>Average number of alcohol- related traffic arrests per 1,000 licensed drivers for:</i></p>	<p>Licensed driver data is unavailable for Hennepin County. Estimates used are determined as follows:</p> $\text{Lic. Driv. in Minn.} \times \frac{\text{Henn. Cty. Adlts.}}{\text{Minn. Adults}}$
<p>(1) 1972 9.13</p> <p>(2) 1973 12.68</p> <p>* (3) 1974 (to-date) 14.58</p> <p>(4) Year preceding ASAP (Yr. 1971) 6.06</p>	<p>Adult = 16 ≤ Elig. Lic. Drv. ≤ 95</p>

* Estimate based upon projected arrests for 1974.

Number of evidentiary tests administered:	All officers:	1971	<u>2272</u>
		1972	<u>4039</u>
		1973	<u>6049</u>
	to date	1974	<u>3420</u>

Resulting from ASAP arrests (1972-1974)		1972	<u>871</u>
		1973	<u>1333</u>
	to date	1974	<u>733</u>

Resulting from regular patrol arrests (1972-1974)		1972	<u>3168</u>
		1973	<u>4716</u>
	to date	1974	<u>2687</u>

Number of refusals encountered:		1972	<u>944</u>
		1973	<u>1320</u>
	to date	1974	<u>640</u>

In ASAP arrests (1972-1974)		1972	<u>102</u>
		1973	<u>220</u>
	to date	1974	<u>100</u>

Regular patrol arrests (1972-1974)		1972	<u>842</u>
		1973	<u>1100</u>
	to date	1974	<u>540</u>

Average BAC
of DWI/DUI
offenders
(1972-1974)

1972	<u>.185</u>
1973	<u>.179</u>
to date 1974	<u>.171</u>

Year
preceding
ASAP

BAC .188 (1971)

Average BAC
of offenders
arrested by
ASAP officers
(1972-1974)

1972	<u>.180</u>
1973	<u>.171</u>
1974	<u>.168</u>

Total number
of DWI/DUI
arrests
(1972-1974)

	1972	1973	1974
ASAP	992	1554	830
Regular	3157	5309	2921
Total	4149	6863	3751

(1) Year
preceding
ASAP

Not reported

At the time of this site visit, the Minneapolis Police Department had 64 law enforcement officers who were certified breath examiner specialists. Any sworn law enforcement officer who desires to be trained and certified as a breath examiner specialist may volunteer for such training. Sergeant Newenfeld, the area's senior breath examiner/instructor, makes the final selection of individuals to receive breath examiner specialist training. The location of the training facility is the 5th Precinct of the Minneapolis Police Department. The program is administered by the Minneapolis Police Department.

Conclusions: Over 500 sworn officers have been rotated through the ASAP enforcement countermeasure, due to the overtime nature of the assignment. The number of officers each agency is allowed to assign varies according to the available funding, the number of volunteers, and the actual hours worked during prior shift. These confounding variables do not enable a general statement to be made regarding the standard number of officers on ASAP assignment during that agency's participation. Where such a generalization can be made, the appropriate figure is shown in Table 2. It should be noted, however, that it is not uncommon for an officer holding the rank of Sergeant to volunteer for this overtime assignment and function in the capacity of a patrolman.

In addition, ASAP funds one sworn law enforcement officer to serve in an administrative capacity, as enforcement coordinator. This officer is drawn, at intervals, from the ranks of one of the participating law enforcement agencies.

Recommendations: The utilization of a sworn law enforcement officer to serve as enforcement coordinator for the Hennepin County ASAP should be discontinued. The volume of work involved in coordinating the enforcement activities of 16 various law enforcement agencies is, in the opinion of this investigator, beyond the capabilities of any one individual. For that reason, it is recommended that the Hennepin County ASAP expand the present staff assigned to coordinating the enforcement activities of the participating law enforcement agencies and, if possible, hire at least two individuals in a civilian capacity

to serve as enforcement coordinators for the project. These individuals should be former police officers with a background in highway traffic safety services. These individuals should also possess a baccalaureate degree in criminal justice, criminology or police administration and be capable of dealing effectively with municipal and state law enforcement officials.

MISSOURI (KANSAS CITY)

Section 1 - Overview

The Special Alcohol Safety Patrol (SASP) of the Kansas City Police Department is a specialized enforcement team whose primary mission is to identify and apprehend drinking drivers. Officers comprising the team are assigned on a full-time basis and are not rotated to other assignments at regular intervals. Three marked police vehicles and four unmarked sedans were purchased with federal funds for the ASAP enforcement countermeasure. Each day of the week, five or six SASP officers patrol the 316 square miles of the city, looking for drinking drivers. One-man patrol units are utilized (See Appendix A; Exhibit 12e for complete one-man patrol strategy.) The SASP team is supervised by two Sergeants, one of whom is principally responsible for administrative tasks, and the other sees to the supervision of field operations. For the most part, officers use unmarked patrol vehicles for detection and apprehension of suspected DUI offenders. Patrol activity is recorded on monthly log sheets (see Appendix A; Exhibit 12f).

Section 2 - Patrol Strategies and Deployment

The field supervisor of the SASP team is primarily responsible for the selection of areas to be patrolled by his men. These areas are determined on the bases of reasonable traffic density to maximize the possibility of finding a drinking driver; high accident risk areas, and those sectors containing sizeable numbers of taverns. From Monday through Saturday, SASP officers are on duty between the hours of 8:00 p.m. and 4:00 a.m., and on Sundays the officers patrol between the hours of 12:00 noon and 8:00 p.m. Some officers may also be requested to work from 7:00 p.m. to 3:00 a.m., depending upon the need. Analyses of alcohol-related (A/R) crashes are conducted by the evaluative staff of the Kansas City ASAP, and the resultant information is forwarded to the Police Department's Accident Investigation Unit and to the SASP team. Based on information contained in these analyses, appropriate decisions pertaining to patrol deployment may be made by the SASP supervisors. Individual officers in the field, however, would have little occasion to use these data.

The police department has divided Kansas City into a number of zones, and SASP officers may concentrate enforcement efforts in any one or combination of these. They are permitted to use their own judgment in determining which zones are most likely to yield results in terms of DUI arrests.

Conclusions: SASP Officers tend to concentrate patrol efforts in those areas of the city which have the greatest traffic density and where most of the bars and taverns are located. Officers are thoroughly familiar with these configurations and make good use of them. The arrest rate of SASP officers (for DUI offenses) appears to be sufficiently high to confirm this last observation. Analyses of alcohol-related crashes do not appear to figure greatly in the determination of patrol strategies and deployment.

Recommendations: A more systematic deployment effort, in terms of the assignment of specific zones to each officer during any one tour of duty, may yield significant results in the way of arrest patterns and cost-effectiveness of SASP patrol for each of the zones.

NEBRASKA (LINCOLN)

Section 1 - Characteristics of Participating Law Enforcement Agencies

The Lincoln Police Department (234 sworn officers) was the law enforcement agency participating in the enforcement countermeasure. Seven full-time officers were assigned specifically for ASAP enforcement (countermeasure squad) one of which was supervisory (Sergeant in Charge). All positions were federally funded. Additionally, one non-sworn person, the ASAP Coordinator (a member of the ASAP staff) was assigned.

When the ASAP squad was first formed, members of the squad were recruited from the existing police force to ensure experienced law enforcement officers. When openings in the countermeasure squad occur through reassignment or resignation, replacements are selected through normal police department procedures. An officer who shows interest in the countermeasure squad is invited to ride with an ASAP officer. The final decision on his suitability is made by the Traffic Captain, based on the recommendations of the Countermeasure Sergeant and the officer's over-all performance in the police department. A portion of the squad is on duty seven days a week with the entire squad on duty Thursday through Saturday. On Sunday and Monday two officers are on duty. On Tuesday the squad complement is four officers and one Countermeasure Sergeant. Since August 5, 1973, all three units and the Countermeasure Sergeant have been on duty from 7:30 p.m. to 4:00 a.m. Prior to that time one unit operated from 2:30 p.m. to 11:00 p.m. until April 5, when the unit moved to a 6:00 p.m. to 2:30 a.m. shift. The decision to use this particular schedule was made by command officers of the Lincoln Department.

Eligibility requirements for the position of police officer are: (1) high school graduate; (2) minimum 20 years of age; (3) good physical condition. Newly appointed officers' beginning annual salary is \$9,401.60 and they are afforded Civil Service protection (Classified Service of the City of Lincoln). Their probationary period lasts 12 months, which can be extended at the Chief's discretion when conditions warrant (but rarely would this occur). Officers are officially encouraged to advance their formal educational level. They receive pay incentives of 2½% for each 30 hours of college credit (up to a maximum of 10% for a Bachelor's degree),

and an additional 2 $\frac{1}{2}$ % for attainment of a Master's degree. The training of the officers is provided by the regional law enforcement academy (Lincoln, Nebraska), which is staffed with instructors from the Lincoln Police Department and the University of Nebraska. Each trainee receives 325 hours of instruction. Allegedly in-service training occurs at each roll-call session before officers commence their tours of duty. (No significant data were obtained regarding its nature and quality.) Additionally, officers are periodically selected to undergo various formal training courses related to law enforcement techniques. A minimum of 22 hours training annually is required.

ASAP officers were not rotated regularly to other assignments. Seventeen police officers have been members of the ASAP squad since the beginning of the project. Their duration ranged from 7 months to 19 $\frac{1}{2}$ months, with an officer average of 9 months. The actual manhour charged to ASAP enforcement in 1973 was 11,764. The seven officers use four cruisers purchased by LASAP. Three cruisers are used by the Countermeasure Squad and the fourth is used by the Sergeant. All seven officers and all four cruisers are furnished with standard Lincoln Police Department equipment paid for with Project funds. The cruisers are equipped with red VISIBAR beacons, fixed radios (UHF, 4-channel scanners), electronic sirens, spotlights, highway flares, first aid kits, and accident investigation equipment (report forms, measuring tape, chalk, stamp kit of diagrams).

Conclusions: Although it was alleged that training of ASAP officers is conducted during roll-call sessions, the author was unable to detect any evidence of it. Roll-call procedures were hardly different from those of most other law enforcement agencies, with information exchange being the principal item on the agenda.

Recommendations: A realistic reassessment of current roll-call procedures may be required, to determine whether the time allotted can be constructively utilized for training purposes, and what kind of training should be conducted at roll-call.

Section 2 - Patrol Strategies and Deployment

Two-man units are used in ASAP patrols. The reasons for this as cited by the Chief of Police were:

- The additional officer provides a greater margin of safety for both officers since the operations are normally carried out during the hours of darkness.
- The passenger officer may serve as a witness (e.g., in transport of a female).
- Departmental policy implemented by the Chief of Police mandates two officers per car from 2300 until 0700 daily.

It was explained that when a team of ASAP officers brings a DWI offender into the police facility for processing, one of the officers resumes patrol in the company of an available beat officer who serves as his partner until the processing officer completes his ministrations. Observation, however, tended to refute this. More often than not, it appears that the passenger officer also remains at the facility until processing has been concluded.

The size of the area patrolled by each unit varied somewhat, but generally consisted of a 20 x 30 block sector. Enforcement activity was deployed selectively throughout the city, with a changing pattern emerging after each 15-day period. The countermeasure sergeant delineated the sectors, giving priority to the areas which showed a particularly high incidence of DWI offenses. A number of criteria were used to determine patrol areas. Among these were: (1) known areas within the city where there is a high incidence of alcohol violations; (2) high accident areas; (3) helicopter and other traffic reports, including monthly summaries by ASAP evaluation staff on locations of DWI arrests by time of day and day of week. The downtown area, principally Cornhusker Highway and 27th Street, received the most attention, apparently due to the preponderance of bars and taverns within that section of the city. Specific data were not provided regarding the average amount of time an officer is off patrol in effecting a DWI arrest, but it was estimated to be 1½ hours, which is considerably shorter than the estimated 3-4 hours spent prior

to ASAP. Statistical data regarding number of DWI arrests, BAC tests, refusals and average BAC readings by ASAP and non-ASAP officers were kept.

Although ASAP officers conducted accident investigation on occasion, it was done primarily by officers of the regular force. Effective January 1, 1975, departmental policy requires officers to undertake all alcohol-related traffic accidents. Accident investigation is a component of the basic training officers undergo when assigned to the ASAP Countermeasure Squad.

There are currently nine certified breath examiner specialists within the Lincoln Police Department. The officers assigned to the full-time ASAP Squad as well as the Traffic Lieutenant were selected for the training, which was administered under the auspices of the Lincoln Police Department under the direction of the former and the present Countermeasure Sergeants. Trainees undergo 40 hours of classroom instruction and, in addition to written examinations, must correctly analyze six unknown samples on the evidentiary breath testing device. Weekly refresher training was conducted on Thursday evenings for 1½ hours. Instructors were originally trained by personnel of the State Department of Health. They had had 45 hours of instruction on the use of the evidentiary breath testing device and physiological effects of alcohol, as well as a 32-hour course chiefly concerned with proper maintenance of the evidentiary testing equipment.

Conclusions: The ASAP Countermeasure Squad of the Lincoln Police Department was one of the few ASAP enforcement countermeasures surveyed which utilized two-man patrols for DWI enforcement. Departmental policy set forth by the Chief of Police required two officers per car daily from 11:00 p.m. through 7:00 a.m. Since ASAP officers were usually found on patrol between the hours of 8:00 p.m. to 4:00 a.m., they were automatically assigned two to each car. It was maintained by departmental spokesmen that, whenever an arrest is effected by an ASAP team, the officer who is not busy with processing the DWI offender returns to patrol and picks up one of the beat officers until his partner is once again able to return to patrol duty. Actual observation, however, did not support this assertion. More often than not,

the other member of the team also remains at the processing facility until all necessary steps have been completed.

Patrol deployment appeared to have been consistently systematic, with each of the ASAP teams assigned to cover a particular sector as designated by the Countermeasure Sergeant. Adequate consideration seems to have been given to analytical data in the delineation of the sectors.

Recommendations: Personal safety was given as the chief reason for deployment of two officers per car in nighttime enforcement operations. From that standpoint, no effective argument can be brought against the presence of an additional officer at the scene of the arrest, providing security for the officer effecting the arrest. There is, however, an alternative measure which tends to provide much the same kind of physical security, but is much less costly in manpower. This measure is employed by a vast number of law enforcement agencies which have long realized that two-man patrol units are an unnecessary drain on personnel resources, which are usually severely limited at the outset. The measure, simply, is to dispatch another mobile unit near the scene of the apprehension to that location, in order to provide back-up assistance to the arresting officer. Once the arrest has been effected and the officer commences to transport his prisoner to the proper destination, the back-up officer resumes his normal patrol duties. This kind of back-up assistance may be mandatory or voluntary, but would appear to be preferable as a requirement established by departmental policy. Most experienced law enforcement officers recognize that the "routine" stop of a traffic violator can, at times, present a serious danger to the officer involved, and therefore adequate precautions must be taken. These should include a radio message to the central dispatcher prior to stopping the suspect vehicle, giving the location of the stop, the license plate number and state of the vehicle being stopped, the number of occupants, and a possible brief description of the auto (make, model, and color). As soon as that message has been transmitted, a back-up officer should be dispatched at that same location. In municipal police departments,

at least, there should be normally no reason why the assisting officer could not be at the scene within a minute or two after having been dispatched.

NEW HAMPSHIRE

Section 1 - Overview

The DWI enforcement team of the New Hampshire Division of State Police - known as the ASAP Monitor Team - consists of eleven state troopers, including two Corporals and one Sergeant. The latter fulfills the role of full-time Enforcement Coordinator for the New Hampshire ASAP.

The ASAP Monitor Team conducts enforcement operations using both one-man and two-man patrol units. This method of patrol deployment has been consistently in use since the Team's formation, except for an approximate ten-month period which commenced at the time when the national "energy crisis" was making its impact felt in late 1973. Then, for the purpose of fuel conservation, only two-man patrols were deployed. Patrol supervisors mentioned that, in the case of two-man patrols, the troopers in each vehicle alternated arrests. This could not be corroborated by visual observation because no opportunities were presented to examine operational procedures of two-man patrols.

In the predominantly rural regions of the state, two-man patrol units are exclusively utilized, principally to afford a greater degree of personal safety to troopers assigned to those regions. The determination as to whether one- or two-man units will be deployed in any given patrol sector is made by a Corporal or Sergeant of the Team.

Section 2 - Patrol Strategies and Deployment

The following is quoted verbatim from a report prepared by the New Hampshire ASAP entitled Analysis of ASAP Patrol Activity:

The basic patrol area covered by the Team at any given time coincides with the area served by a single district court. This unit of patrol area has been selected to avoid overlapping jurisdictions which would further complicate the scheduling of court cases. The basic Team deployment involves working in a single or adjacent pair of court areas for a two or three-day period, then moving to another area in a different part of the state. In this way the patrols move around the state providing periodic coverage to particular areas.

The preceding still appears to be very much the case and no deviations of any type are contemplated.

The position maintained by the ASAP is that this method of deployment has a pronounced catalytic impact on DWI enforcement at the local level. With the cooperation of the local Chief of Police, officers of that jurisdiction are assigned to ride with one of the ASAP troopers, which provides on-the-job training for the local police officer. The local police officers do not effect physical DWI arrests, but are relegated to a largely observational role, interspersed with occasional administrative tasks, such as fingerprinting a DWI suspect. The local police participate on a part-time basis and are paid at an average hourly rate of \$5.00.

It should be pointed out that the ASAP Monitor Team must be invited by jurisdictions with a population of 3,000 or more in order to conduct enforcement within those localities. Generally, local jurisdictions have been very cooperative in this respect, with only a few isolated instances where this type of cooperation has not been extended. The most outstanding example of the latter is the City of Manchester, which - with a population of approximately 90,000 - is the most heavily populated municipality in New Hampshire. To the present time, troopers of the ASAP Monitor Team have not been invited to Manchester to conduct DWI enforcement. In an interview with the Chief of Police of Manchester, the conclusion was reached that this lack of cooperation was precipitated by friction between state and local police which developed more than a decade ago and is still a point of contention with the Manchester Chief of Police. It appears that, at that time, the state police conducted an enforcement effort similar to that of the present ASAP Monitor Team; and apparently the police officials of Manchester objected to the manner and mode in which this effort was carried out within their jurisdiction. The experience left a residue of bitterness with the Manchester Police and, on that basis primarily, invitations are not extended to the ASAP Monitor Team. Notwithstanding this situation, the Manchester Chief of Police maintains that DWI enforcement in the city has been stepped up. The number of certified Breathalyzer operators has been increased in the department (only supervisory officers are selected for Breathalyzer training, and DWI arrests have increased over a two-year period. (The increase in the arrest rate is

not as dramatic as that of other cities within the state, however, particularly in light of the fact that Manchester has the greatest population of any city in the state. In a comparison of first offense cases among persons arrested for DWI in 1973, 414 were disposed by the District Court in Nashua, 337 by the District Court in Concord, and 281 by the District Court in Manchester. Both Nashua and Concord invite the ASAP Monitor Team to conduct DWI enforcement and training within their jurisdictions.)

All things considered, however, the staff of the New Hampshire ASAP are convinced that the state-wide mobility of the Monitor Team and its recurrent presence in most jurisdictions have had a significant impact on increased DWI enforcement at the local level. It was pointed out that many localities, which previously had no breath testing capabilities, are now so equipped or are requesting the necessary devices and/or training. By observing or participating with the Monitor Team, local police officers become more aware of the DWI problem within their given jurisdictions and may begin to view the offender in a different light. The training also bolsters the officer's confidence in carrying out an actual DWI arrest.

Off-duty days for the ASAP Monitor Team are scheduled collectively for the entire Team. The pattern followed is to designate either Sunday-Monday or Tuesday-Wednesday as off-duty days. On all other days, hours of operation for the Team are from 6:00 p.m. to 3:00 a.m. (See Appendix A; Exhibit 14c.) (Observation disclosed that the first two hours and the last hour of this schedule are largely unproductive. From 6:00 p.m. to 8:00 p.m., ASAP troopers take their evening meals and otherwise prepare for the impending tour of duty. From 2:00 a.m. to 3:00 a.m., troopers generally return to their lodging accommodations.)

Troopers assigned to the ASAP Monitor Team are listed on a daily roster sheet prepared by a supervisor. Their activities during a tour of duty (numbers and types of arrests and/or warnings effected) are recorded on daily, weekly, and monthly activity reports. (See Appendix A; Exhibit 14d.) One day of the week, preferably a Monday, is set aside for court appearances. The trooper's hours of operation for that day are shifted from the normal schedule to alleviate inconveniences suffered as a result of the time he devotes to trials of DWI offenders.

The ASAP Monitor Team has been placed into a peculiar position within the organization and command framework of the New Hampshire Division of State Police. Technically, the Team is a segment of the Special Services Unit, which is headed by a Lieutenant Colonel. (See Appendix A; Exhibit 14e.) In addition to the ASAP Team, the Special Services Unit consists of the Training Section, the Motor Vehicle Inspectors, and the Planning and Research Section. The Team supervisors, therefore, are accountable to the Commander of the Special Services Unit. In actuality, however, the latter is rarely consulted for operational decision-making applicable to ASAP, but is bypassed in favor of the Commander of the Traffic Bureau who - it was alleged - provides most of the input concerning ASAP enforcement operations. (It was hinted that the Traffic Bureau Commander is regarded as much more traffic enforcement-oriented than his counterpart in the Special Services Unit.)

Conclusions: With regard to local involvement in DWI enforcement, the conclusion drawn by the author is that the extent and magnitude of the effort is directly proportional to the police chief's enthusiasm or commitment to the effort. As chief administrator, he is endowed with the power to wage a comprehensive campaign against alcohol-impaired drivers, or he may passively address the problem in an exercise of tokenism. Unless instigated by an Alcohol Safety Action Project, very little, if any, political pressure is brought to bear upon a police administrator to commit his resources to DWI enforcement.

The individual police officer's confidence in his ability to carry out a DWI arrest is of considerable importance and should not be discounted. From both personal observation and experience, the author concludes that a substantial number of police officers, regardless of agency, tend to hesitate in effecting a DWI arrest because of the sheer complexity of the process and a prevalent unfamiliarity with the requirements accompanying such an arrest.

The ASAP Monitor Team's awkward position in the overall organizational structure of the Division of State Police appears to have been the result of compromises and concessions reached in an internal power play which might accurately be defined as "empire-building." Regardless of the causative factors in this development, however, supervisors

of the ASAP Monitor Team are placed in the delicate position of having to answer to two administrators, both of whom exercise varying degrees of control over the Team's operations and whose viewpoints relative to the importance and impact of traffic enforcement (and specifically DWI enforcement) apparently differ significantly.

A brief interview with the Director of the New Hampshire Division of State Police proved constructive in obtaining a glimpse of coming attractions in terms of DWI enforcement by that agency. The Director expressed overall satisfaction with efforts expended and results obtained by the ASAP Team, mentioning that he deemed the increase in DWI arrests throughout the state to be significant. He noted that probably one-third of all DWI arrests effected in the state are processed by troopers of the Division, inclusive of the ASAP Team. Additionally, he emphasized that his ultimate objective is to have each uniformed trooper certified as a breath examiner specialist. The Director pointed out, however, that the present concept of deployment of the ASAP Monitor Team would not be actively continued after cessation of federal funding. This decision is principally based upon the fact that troopers assigned to the Team rotate throughout the state and thus are forced to be frequently separated from their families. Since most, if not all, of the ASAP troopers are married, the inherent morale problem associated with this particular assignment cannot be ignored. Although troopers on the ASAP Monitor Team are reassigned semi-annually, the ASAP duty requires a special kind of dedication and motivation, and few of the Team's members volunteer to extend their tours after the six-month period.

The impression gained in the interview was that the Director ranks DWI enforcement as one of the more urgent priorities of the Division and intends to continue to broaden his agency's capabilities in that field. In that sense, at least, the ASAP effort in New Hampshire appears to have made an imprint on the Division of State Police and there are indications that the prognosis for sustained DWI enforcement within the Division is favorable.

Although more and more local enforcement agencies are increasing their number of certified breath examiner specialists, nowhere is the effort as comprehensive as within the state police. The ASAP Project Director pointed out that, contingent upon future federal funding, monies allocated for enforcement would be utilized to upgrade training and performance of local agencies in DWI enforcement. Specific plans include funds to sustain the operation of several patrol shifts per month in various local jurisdictions, for the purpose of apprehending suspected DWI offenders. (For additional insights into factors influencing the enforcement countermeasure, see Appendix A; Exhibit 14f.)

Recommendations: The fact that the ASAP Monitor Team was placed under the command of the Lieutenant Colonel in charge of the Special Services Unit would appear to be counterproductive. The logical approach, from an enforcement point of view, would be to include any organized DWI enforcement effort as a part of the overall traffic enforcement picture. In addition to any other benefits, such a move would facilitate the ASAP Team's interaction with other segments of the Traffic Bureau, which should contribute immensely toward increased cooperation among the various units. In turn, the ASAP Monitor Team would be less isolated from other operational segments of the Division of State Police.

OHIO (CINCINNATI)

Section 1 - Characteristics of Participating Law Enforcement Agencies

The Alcohol Safety Unit (ASU) of the Cincinnati Police Department consists of ten officers and two Sergeants. Additionally, five police officers are assigned to the unit as clerical and administrative support personnel. These additional officers are compensated through local funding. When vacancies in the Alcohol Safety Unit are to be filled, the six districts of the Cincinnati Police Department are polled for volunteers for that particular assignment. Veterans of at least five years on the department are sought for assignment to the Unit. When the list of volunteers has been compiled, the personnel jackets of these men are screened by the Traffic Section Commander and the ASU Supervisor, and selections are made accordingly. The final decision as to who is selected, however, rests with the Traffic Section Commander. The purpose of the Unit is to seek out, apprehend, and chemically test suspected DWI offenders within the jurisdiction. Its resources to accomplish these objectives include seven marked and one unmarked sedan, three Breathalyzer units and two sets of videotape recording components. The physical facility from which the ASU extends operations is located at 314 Broadway, Cincinnati. It contains the videotape and breath testing equipment and is available on a 24-hour basis.

The police vehicles contain protective shields, sirens and flashing beacons. They are not equipped with radio receivers or transmitters. Each officer is issued a portable transceiver which he generally places on the seat next to him.

Shortly after inception of the Project, take-home vehicles were provided for ASAP enforcement officers. This proved to be a tremendous incentive for Cincinnati police officers to volunteer for ASAP assignment. With the beginning of the nationwide energy crises in late 1973, the City of Cincinnati terminated all take-home care programs in effect within the police department, which included the Alcohol Safety Unit. Consequently, morale within the Unit suffered a setback.

The hours of operation of the ASU are 9:00 p.m. until 5:00 a.m. seven days a week. Administration of the ASU is conducted by the ASU supervisor

under the Traffic Section Commander. The supervisors are primarily responsible for final determination of the patrol areas for the ASU officers. They also conduct effective liaison with the prosecutor, probation, ASAP evaluation and ASAP management office.

The Cincinnati Police Department conducts training in DWI enforcement as follows: some training is provided in police recruit classes at the regional academy; additional training is supplied by means of training bulletins. Occasional training is provided in the form of in-service courses (including courses conducted in the Traffic Section of the Cincinnati Police Department), and comprehensive training is furnished in courses designed for Breathalyzer operators. Officers of the ASU receive special training in the detection of the DWI offender. Each of these officers has completed the 40-hour senior breath testing course provided jointly by the Cincinnati Police Department and the Ohio Department of Health.

Conclusions: None.

Recommendations: None.

Section 2 - ASAP Patrol Strategies and Deployment

Officers are assigned to the Unit on a full-time basis. Their patrol areas during any given shift conform loosely with those assigned to regular patrol officers, but members of the ASU are not necessarily restricted to a particular sector within the city. Patrol areas are determined by the existing district stations and the existing patrol areas in use by all members of the police department. ASU officers are not carried on a dispatch board; therefore, there is no involvement in routine operation. One ASAP supervisor remains at the central facility to assist in interrogations and to direct overall ASU deployment. It was observed that generally only one supervisor is on duty and he may either remain at the central facility or he may decide to engage in operations in the field. For the most part, ASAP officers operate as one-man patrols, but two-man patrols are utilized in high crime areas.

Reference was made to the fact that in the initial stages of the ASAP enforcement effort, saturation deployment of ASU officers along one or two stretches of highways notorious for their frequency of fatal crashes was

instituted during a six-month (approximate) period, resulting in significant progress in the reduction of these crashes. Documentation to that effect, however, was not produced.

The ASU officers assist regular patrol in the processing of DWI offenders, operation of breath testing equipment and videotape equipment, interrogation, assuring completion of the proper forms, assisting at the scene of a crash to determine the extent of alcohol involvement, and initiating all required follow-up in alcohol-related violations resulting from these investigations. It was observed that in almost all cases ASAP officers processed DWI offenders who were apprehended by regular patrol officers. A large amount of the time spent by ASAP officers in the performance of their duties is devoted to operating the breath testing equipment and assisting in the interrogations and completion of the necessary forms. Off-duty days in court are scheduled by the group in accordance with the normal procedures of the Cincinnati Police Department. Officers work six days on and two days off, averaging a 40 hours week. The officers are not rotated at intervals to other assignments.

Normally, four sworn officers participate in the process from detection of the offender through release or incarceration (apprehension) - the arresting officer, the transporting officer, the ASU officer at the central testing facility and the officer at the lock-up - which requires an average of five to six enforcement manhours.

Information regarding number of ASAP DWI arrests, BAC tests, and refusals is kept.

Two types of breath examiner training are available to the Cincinnati Police Department: (1) A 16-hour "basic operator" course which, upon successful completion, qualifies the student to administer the chemical breath test. The course allegedly includes instruction on the operation of Breathalyzer units as well as on DWI enforcement standards employed by the Cincinnati Police Department; (2) A 40-hour "senior operator" course which is obviously more comprehensive. All prospective ASAP (ASU) officers undergo the 40-hour course. Along with the proper performance of evidentiary chemical testing, this course allegedly covers in detail all segments of DWI enforcement, including basic maintenance of the Breathalyzer and more comprehensive

training relative to DWI detection, apprehension, etc. Officials from the Ohio Department of Health administer and grade the final tests. Licenses are issued for both the 16- and the 40-hour course.

The Cincinnati Police Department, as well as other jurisdictions in Hamilton County, participated in the aforementioned Breathalyzer training courses. However, Breathalyzer training is provided only for officers attached to the Alcohol Safety Unit and an additional select few regular patrol officers of the Cincinnati Police Department. The department's total strength currently approximates 1200 personnel, of which 32 are certified Breathalyzer operators.

Conclusions: A significant quantity of ASAP officers' time is spent in the processing facility, rather than on the street conducting active enforcement. The reason for this is that ASAP officers usually assist members of the regular patrol force who have apprehended a DWI offender. On busy nights especially, a sufficient number of arrests are effected by regular patrol officers to keep a majority of the ASAP officers occupied with evidentiary tests.

Recommendations: Greater emphasis needs to be placed on training regular patrol officers in the administration of evidentiary sobriety tests, to free ASAP officers for patrol duties.

OKLAHOMA (OKLAHOMA CITY)

Section 1 - Overview

At the time of the site visit, the Oklahoma City Police Department consisted of 647 sworn officers, including a Traffic Division of 111 sworn officers (See Appendix A; Exhibit 16d). Thirty-one full-time officer positions are designed specifically for ASAP enforcement: one Lieutenant, five Sergeants, four master patrolmen and 21 patrolmen. The 25 officers engaged primarily in ASAP field operations include the Lieutenant, four Sergeants and five patrolmen. All 30 of these positions are federally funded, through the Oklahoma City Alcohol Safety Action Program.

The Traffic Division of the Oklahoma City Police Department has four subdivisions each headed by a Lieutenant: Traffic Law Enforcement; Accident Investigation; Traffic Direction and Control; and the Alcohol Safety Action Project. In addition to the 31 officers, three clerk-stenographers are assigned to the ASAP unit to maintain its Data Bank.

Minimum qualifications for officer applicants to the Oklahoma City Police Department include U.S. citizenship, age 21-34, and a high school diploma or equivalent certificate. The selection process includes an evaluation interview, written test, medical examination, background investigation and board interview. Officers are not afforded Civil Service protection. (See Appendix A; Exhibit 16e.)

There is an educational incentive program in effect which involves 5% per annum for A.A. degree, 10% for B.S. and 15% for M.A.

A total of 640 hours of entry-level instruction is offered to all trainees. This included 12 hours related to DUI enforcement by officers of the ASAP unit. In-service training is conducted on a regular basis and the departmental goal is to provide 40 hours per annum to each officer.

At the onset of the ASAP program, selection was entirely on a voluntary basis. After an officer expressed interest in the assignment, selection was made on the basis of: 1) past performance in DUI arrests; 2) total years of service; and 3) officer attitude.

ASAP officers are rotated to other assignments, but with no set pattern. Two or three young officers are usually assigned to ASAP duty and receive on-the-job training on the ASAP squad.

Originally eight marked patrol sedans and two mobile vans were purchased for ASAP enforcement. During 1974, eight new marked units were purchased and two of the original ASAP patrol sedans were retained in service. All are equipped with red beacons, electronic sirens, flashing amber emergency lights mounted in the rear window, spotlight with both transparent and red lenses, shotguns, and highway flares. Accident investigation equipment includes accident reports, crayons, tapes and a fire extinguisher.

The mobile vans are taken to the general area where the officers are working. The officers transport suspects to the vans for sobriety testing. The vans are equipped with a Breathalyzer, a video camera, a refrigerator for blood samples, a typewriter, a dictaphone and emergency equipment. It is staffed with one sworn officer who wears civilian clothes.

Section 2 - Patrol Strategies and Deployment

The department prefers one-man patrol units, but two-man units are used on ASAP patrols. Because of the specifications of numbers of officers and numbers of vehicles in the original ASAP plan, the department assumed that two-man units were required. It is not departmental policy to utilize two-man units; although considered desirable they are considered excessive.

Criteria for the determination of sectors include: 1) statistical data from accidents; 2) known drinking establishments; 3) past experience; and 4) roadside survey. Sectors are delineated by the ASAP supervisor, however, ASAP officers are not restricted to a specific patrol sector while conducting operations.

In October 1974, the average amount of time required by a law enforcement officer from initial contact with an offender until resuming patrol was 66 minutes for ASAP officers and 90 minutes for regular officers. This average is based on 368 arrests by ASAP officers during the month, and 112 arrests by regular officers. (See Appendix A; Exhibit 16f.)

The use of ASAP officers to conduct accident investigations is held to a bare minimum. ASAP officers are used only when regular officers are unavailable for call, however, ASAP officers do investigate alcohol-related crashes. (See Appendix A; Exhibit 16g.)

Prior to ASAP implementation, apprehension and processing of a suspected DUI offender required 2 to 2½ hours before the officer was able to resume patrol. Since the inception of ASAP, the arrest procedure has been streamlined by van processing, pre-booking and less report writing.

At the time of the site visit, there were 33 certified breath examiners within the agency. They were trained and licensed by the Oklahoma Board of Chemical Tests for Alcohol Influence.

Conclusions: The patrol deployment and strategies configuration utilizes by ASAP officers of the Oklahoma City Police Department appears adequate to meet the objectives of their agency.

Recommendations: None.

SOUTH CAROLINA (RICHLAND COUNTY)

Section 1 - Overview

The two law enforcement agencies involved in the ASAP enforcement effort are the Richland County Sheriff's Office and the Columbia Police Department. The ASAP team of the Richland County Sheriff's Office consists of six deputies supervised by a Lieutenant. Beginning October 9, 1974, the Columbia Police Department instituted a new system for DUI enforcement whereby off-duty officers volunteer for assignment to DUI patrol. Five officers conduct DUI patrol on an overtime basis each night; there is also one administrative Sergeant.

The Alcohol Traffic Division of the Richland County Sheriff's Office was established in 1972 when ASAP enforcement was initiated in the jurisdiction. Roughly 90% of all DUI arrests are effected by the ASAP units. Each officer of the Alcohol Traffic Division has completed a 64-hour Breathalyzer training course administered by the State Law Enforcement Division (SLED) of South Carolina. This is apparently a comprehensive course which includes, in addition to Breathalyzer instruction, methods of detecting suspected DUI offenders and means of apprehension.

The Richland County Sheriff's Office does not require a specific minimum amount of experience, but only senior deputies are assigned to the ASAP Team. The turnover rate among deputies is relatively high. Most have two to three years of experience in the department; however, a considerable number has prior law enforcement experience. Any officer of the uniformed patrol component of the Columbia Police Department may volunteer for the ASAP assignment. Final selection of ASAP officers is made by the Sheriff and the Chief of Police respectively of the two law enforcement organizations.

Eight to nine weeks of entry training is provided at the South Carolina Criminal Justice Academy, during which time officers are required to remain at the facility. It was indicated that regularly scheduled law enforcement seminars dealing with DUI enforcement would probably commence in late 1974 as part of the in-service training.

The sheriff's office headquarters is a modern, tasteful and clean facility. Among other things, it was noted that the facility is equipped with an intercom system. Personnel of the department as a whole were found to be very courteous and extremely professional in demeanor.

As was pointed out previously, the ASAP patrol activity of the Columbia Police Department is performed by volunteers on their off-duty days. It was found that these officers may have very little, if any, knowledge concerning the physiological effects of alcohol and the relative effects of varying amounts of alcohol on driving behavior. As a rule, officers have been furnished very little training in terms of the detection and apprehension of DUI offenders. The only ones to receive comprehensive training in this area are those selected for the 64-hour Breathalyzer training course.

ASAP patrol sedans of the Richland County Sheriff's Office consist of seven Chevrolet Bel Airs. The Columbia Police Department also has seven patrol sedans. In both cases all of the vehicles are marked.

The vehicles of the Columbia Police Department utilized for ASAP Patrol are neither equipped with protective screens nor with spotlights, whereas the vehicles used by the regular patrols are so equipped. Shotguns are not carried in the vehicles, except by supervisory personnel, who are strategically placed throughout the city in the event that the weapon might be required. (Supervisory personnel in this instance refers to Sergeants.)

Concerning the equipment of patrol cars of the Richland County Sheriff's Office, the ASAP vehicles are presently the only ones with protective screens. However, arrangements have apparently been made to provide all patrol cars in the fleet with protective screens in the very near future. The vehicles do not presently contain shotguns; but again it was stated that they would shortly be equipped with shotguns (with electronic locks for security). Patrol cars do not have spotlights, although officers indicated a preference for them, particularly since DUI patrol is conducted mostly after dark,. The ASAP patrol vehicles may be taken home by the deputies assigned to the Alcohol Unit, and may be driven anywhere within

the jurisdiction as long as the deputy driving is in full uniform. This, of course, is an incentive for assignment to the ASAP team.

Columbia Police Department officers on ASAP duty are compensated at the rate of 1½ times their normal hourly wages, the standard overtime rate for the department.

Conclusions: Two law enforcement agencies - the Richland County Sheriff's Office and the Columbia Police Department - participate in the ASAP enforcement countermeasure in Richland County. To the author, there were obvious differences in the manner in which these two agencies carried out DUI enforcement. The enforcement countermeasure of the Richland County Sheriff's Office was extremely well-organized; ASAP officers appeared to have been highly motivated and relatively well-trained. The contrary appeared to be true of ASAP officers of the Columbia Police Department. Officers of the regular patrol contingent volunteered for ASAP assignment and were paid at overtime rates for the hours spent on ASAP patrol. Their assignment, for the most part, consisted of an extension of the department's traffic enforcement program, with DUI countermeasures relegated to secondary importance. In short, the Richland County Sheriff's Office seemed to have been totally committed to the ASAP enforcement countermeasure, but the Columbia Police Department showed no such commitment.

Recommendations: None.

Section 2 - ASAP Patrol Strategies and Deployment

Officers on ASAP patrol are assigned to a particular patrol sector by supervisory officers. It was not determined, however, how these patrol sectors were designed. Officers primarily patrol the city's main arteries, which contain the heaviest traffic volume. In most cases, along these major arteries are found the most heavily frequented nightclubs, taverns, etc. Daily patrol activity is recorded on the Patrol Officer's Report - Daily Activity Summary (Fig. 17-11).

Although South Carolina law prohibits dispensing liquor by the drink, a law was recently enacted whereby so-called "mini-bottles" could be

served, which is in essence the same thing as liquor by the drink. The only difference is that the alcohol is served in small sealed bottles which are opened by the consumer, who mixes the drink at his table.

The Lieutenant in charge of the Alcohol Traffic Division of the Richland County Sheriff's Office receives analytical reports concerning alcohol-related crashes and various other data which he utilizes to some extent in the deployment of his men. However, his own experience and the experience of his officers in determining high incidence areas to be patrolled are also important factors. Patrol districts for the ASAP officers are determined by the incidence of alcohol-related crashes, by the number of bars and taverns within the jurisdiction, and by the probability of effecting a DUI arrest in any given area. The boundaries of the patrolled districts generally consist of main arteries or major highways.

As far as could be determined, officers in the field do not utilize analyses of alcohol-related crashes in determining their patrol strategies. It was emphasized, however, that the experience of deputies of the Alcohol Traffic Division was an important criterion in the development of patrol sectors for ASAP (DUI) enforcement.

Richland County is divided up by the sheriff's office essentially into two portions, upper and lower. The upper portion is more densely populated; therefore four cars of the Alcohol Traffic Division are generally assigned to the upper portion and two cars to the lower portion. Whenever a DUI arrest takes place, there are usually three cars tied up on the arrest: 1) the arresting officer, 2) an additional officer who remains by the suspect's vehicle waiting for a wrecker; and 3) the officer conducting the breath test. (According to South Carolina law, the arresting officer cannot administer a breath test to the suspect.)

Specifics were not obtained from the South Carolina Police Department, but it is suspected that officers on ASAP duty patrol the same sector delineated for regular patrol officers.

The ASAP units of the sheriff's office are strictly responsible for DUI (driving under the influence) patrol. They may be assigned routine

calls only if no other units are available. As a rule ASAP officers do not conduct accident investigations. Of course, they will serve as backup units in any emergency calls.

Both agencies use one-man units to conduct ASAP patrols. The hours of operation of the ASAP team of the sheriff's office are from 7:00 p.m. to 3:00 a.m., Tuesday through Saturday. The hours of the DUI patrol of the Columbia Police Department are from 6:00 p.m. to 2:00 a.m.

In an analysis of ASAP patrol activity by the Traffic and Transportation Center of the University of South Carolina dated August 1974,* the two major recommendations for the Columbia Police Department were that the turnover rate of the patrol should be reduced, and that the working shift should be changed to 7:00 p.m. to 3:00 a.m.

In the same report, the major recommendation for the Richland County Sheriff's Office was that personnel turnover rate should be reduced. This was based on the fact that during 1973, four of the seven deputies on the ASAP patrol at the beginning of the year had been transferred or resigned by the end of December. The report also stated that despite the high turnover rate, the office was very successful in 1973 in achieving its planned effort and performance figures which were projected in the detailed plan.

Conclusions: Analytical data are a factor in ASAP patrol deployment of the Richland County Sheriff's Office, but the experience of individual officers is also of great importance in the determination of patrol sectors. In the case of the Columbia Police Department, no specifics were obtained, but it is suspected that officers on ASAP assignment patrol essentially the same sectors prescribed for regular patrol purposes.

Recommendations: Countermeasure supervisors of the Columbia Police Department should give consideration to analytical data in determining

*John A. Hicks, III, George W. Appenzeller and William D. Kadlowec, An Analysis of ASAP Patrol Activity in the Richland County Alcohol Safety Action Project (Traffic and Transportation Center, University of South Carolina, August 1974).

which areas of the jurisdiction merit increased enforcement action.
The hours of operation for both agencies would probably be more productive if they were to commence at 8:00 p.m. and to terminate at 4:00 a.m.

Alcohol Safety Action Project
FORM E - 2
Dated 9/1/71

DATE _____

PATROL OFFICER'S REPORT
DAILY ACTIVITY SUMMARY

Officer's Name: _____

Patrol Miles: _____ Patrol Hours: _____ (Only actual time on DUI patrol)

Arrest Processing Hours: _____ (Only time from pickup to release.)

Primary Patrol Area: _____ (Use magistrates district codes.)

Number of traffic contacts: _____

Number of Arrests: _____

Number of DUI Arrests: _____

Implied Consent Refusals: _____

Number of Accidents Investigated: _____

Accident Investigation Time: _____

SOUTH DAKOTA

Section 1 - Overview

The ASAP enforcement countermeasure in South Dakota is, theoretically at least, applied on a statewide basis. The following agencies receive at least some federal funds for ASAP enforcement and participate in varying degrees:

- South Dakota Highway Patrol
- Rapid City Police Department
- Souix Falls Police Department
- Aberdeen Police Department
- Brookings Police Department
- Huron Police Department
- Mitchell Police Department
- Pierre Police Department
- Vermillion Police Department
- Watertown Police Department
- Yankton Police Department
- Brookings County Sheriff's Office
- Tripp County Sheriff's Office
- Cheyenne Eagle Butte Tribal Police Department
- Pine Ridge Tribal Police Department

Data was not obtained nor were observations conducted at the Pine Ridge Tribal Police Department, the Tripp County Sheriff's Office, the Brookings County Sheriff's Office, and Yankton Police Department, and the Vermillion Police Department. According to the South Dakota ASAP enforcement coordinator, DWI patrol had virtually ceased at the Pine Ridge reservation more than a year prior to the survey because of unstable conditions there; and the other agencies mentioned showed little activity with regard to this type of enforcement.

Section 2 - Patrol Deployment and Strategies

The enforcement countermeasures of the South Dakota Alcohol Safety Action Project is essentially a statewide operation encompassing many law enforcement agencies with significant geographical and demographic differences. Patrol deployment and strategies analysis of alcohol-related crashes for the determination of ASAP patrol deployments are developed by the South Dakota Highway

Patrol. Although the enforcement coordinator compiles alcohol-related crash information it is optional on the part of the local law enforcement administrators as to whether or not the enforcement coordinator's recommendations will be in fact implemented.

The actual compilation of alcohol-related crash data is conducted by the ASAP evaluator usually on the request of the enforcement coordinator. Analyses of these data are returned regularly to the South Dakota ASAP. The criteria used in the data preparation consists of city spot maps and in rural areas of highways by county which may be broken down by ten mile segments or highway or may be related to mileposts. These data are then transcribed in the tables by the enforcement coordinator of the South Dakota ASAP and by the assisting enforcement coordinator. The data are used in terms of roadblocks and selective enforcement patrol by time of day and day of week. Data reports are prepared quarterly and on request for individual locations throughout the state. Police supervisors of the individual law enforcement agencies make decisions accordingly to employ patrol in areas designated. It should also be noted that the South Dakota Highway Patrol currently employs a selective traffic enforcement program team which consists of five highway patrolmen including one Sergeant.

The number of contacts made by ASAP officers during their tour of duty is relatively reliable. This information is obtained from the officer's activity reports. The following criteria were listed in the definition of alcohol-related crashes. If the officer indicates alcohol involvement it is listed as an alcohol-related crash. Also if BAC's are obtained in fatal crashes, that crash would be listed as alcohol-related. BAC's are obtained at approximately 65% of all fatal crashes. Some courts are still negligent in obtaining a BAC. It should be noted that in fatality cases the BAC must be obtained four hours after the official death. For the most part the data source in the determination of alcohol-related crashes is the crash report filled out by officers whereon an indication is made that alcohol was or was not involved. A separate scrutiny is conducted of the nature of the crash when alcohol-involvement was not indicated on the crash report. Statistical inferences are not used in determining the number of alcohol-related crashes but a significant increase in the number of those crashes reported has been observed with regard to motor vehicle crash fatalities; a criterion for the determination of alcohol involvement is a BAC of .05% and above.

Conclusions: Patrol deployment and strategies as conducted by the South Dakota ASAP appear to be adequate to meet the needs of all the participating law enforcement agencies. Data compilation and dissemination appears to be well-organized. The South Dakota ASAP and particularly the ASAP enforcement coordinator are conscientiously responding to the needs of the individual participating law enforcement agencies by utilizing personnel of the ASAP enforcement staff to conduct trouble-shooting wherever necessary throughout the state.

Recommendations: Although there is a statutory requirement whereby coroners must obtain blood-alcohol concentrations in all cases of a motor vehicle fatality this apparently is not being done in all cases. The enforcement coordinator advised that approximately 65% to 75% of the fatality cases have blood samples withdrawn by coroners for blood alcohol analysis. It is suggested that greater efforts be made in the area of obtaining BAC's of all individuals who have been fatally injured as a result of motor vehicle accident.

TEXAS (SAN ANTONIO)

Section 1 - Overview

The San Antonio Police Department is the only law enforcement agency participating in the San Antonio Alcohol Safety Action Project enforcement countermeasure. The current actual strength of the San Antonio Police Department is 1,157 sworn police officers. At the time of this site visit, the actual strength of the San Antonio Police Department was 1,115 sworn police officers.

The number of sworn police officer positions designated specifically for ASAP enforcement varies according to the day of the week. All officers designated for ASAP enforcement do so on a part-time basis. Monday through Thursday, 6 sworn police officers, one Sergeant, and one Detective Investigator are engaged in ASAP DWI enforcement. Friday through Sunday, the ASAP enforcement unit consists of 12 sworn officers, one supervisor and two Detective Investigators. A total of seven sworn law enforcement officers are primarily engaged in field operations Monday through Thursday. A total of 14 sworn law enforcement officers are primarily engaged in field operations Friday through Sunday. In each instance, the supervisor is a Sergeant grade and functions in strictly a supervisory capacity. All of the described positions are sustained with federal funds provided by the San Antonio ASAP.

Officers of the San Antonio Police Department were advised of their agency's intention to participate in the ASAP via a memo which was distributed to all officers of that department. The memo stated:

The police department will begin operation of an Alcohol Safety Action Project in December 1971. The police purpose will be to detect and apprehend DWI's.

Plans are to utilize one supervisor and 19 officers nightly from the ranks of detective and patrolmen. Operation hours will be 2000 to 0200 hours each night for a period of three weeks. Supervisors will be limited to to the rank of Lieutenant and Sergeant.

Prior to the operation phase, 12 hours of training for each officer must be completed, to be accomplished in sessions of three hours each, beginning early in September.

The above mentioned assignments and training will be done on an overtime basis.

All officers wishing to work on this ASAP program forward a completed ASAP Work Request Form (this form was not available to this investigator) to Sergeant Taft, Accident Prevention Bureau. Forms are available at 275 and the assembly room. DI's (Detective Investigators) indicate whether you are certified Breathalyzer operators.

Provisions will be made to train additional Breathalyzer operators. Schedule of classes for training will be posted in the assembly room.

According to officials interviewed, the decision to use the operational schedule of 2000 hours to 0200 hours was called for in the ASAP/San Antonio Police Department contract.

Officers of this site are afforded Civil Service protection. Newly appointed officers receive \$10,788 per year salary and must complete a six-month probationary period, which begins upon satisfactory completion of 22 weeks of basic police training.

The minimum requirements which an applicant must meet before being considered for a position as a police officer of the San Antonio Police Department are as follows:

- High school or GED diploma
- At least 20 years of age
- Minimum height of 5'7" and weight proportionate to height
- Receive a favorable background check
- Be approved by a screening board

It is unwritten policy of the San Antonio Police Department that all officers are encouraged to advance their formal educational level. No educational incentive program is in effect for officers of the San Antonio Police Department.

Basic law enforcement training for all new recruits is conducted at headquarters of the San Antonio Police Department and consists of 22 weeks at 40 hours per week.

An in-service training program is also conducted on a regular basis. However, this training does not contain any subject pertaining specifically to DWI enforcement. The average number of hours of in-service training received by each officer per year averages approximately 16 hours.

Since the ASAP officers comprising the ASAP enforcement unit of the San Antonio ASAP are part-time, overtime officers, they are regularly rotated to other assignments within the department on a daily basis.

The San Antonio ASAP purchased for the use of ASAP patrol 15 marked police units and one mobile van of the panelled econoline type.

All patrol sedans used in ASAP enforcement are equipped with red and white rotating-pulsating beacons, electronic sirens, fixed communications transceivers, a hand-held spotlight which is located within the vehicle, protective screens separating the front and rear seats, "fuse-ease" highway flares and first aid kits.

The mobilevan is employed specifically for display and public information and educational purposes. The van is equipped with a Breathalyzer, Simulator, a police radio, and public information and education handout materials. It is staffed with a sworn police officer who is on an overtime, part-time basis utilized specifically for public information and educational purposes.

Section 2 - ASAP Patrol Strategies and Deployment

ASAP DWI enforcement patrol is conducted utilizing one-man patrol units. Officers assigned to ASAP patrol are restricted to a specified patrol sector while conducting operations. This patrol sector is predetermined utilizing a random selection technique designed by Sergeant Taft of the Accident Prevention Bureau.

Although ASAP officers are restricted to a specific patrol sector during field operations, they are relatively unrestricted of movement

within their assigned patrol sector. Officers naturally gravitate to those areas of the patrol sector containing the largest number of bars, taverns and other night entertainment locations.

Prior to the implementation of the San Antonio ASAP, the time required by a law enforcement officer from initial contact with the suspected DWI offender until the officer was able to resume patrol was approximately 2 hours and 30 minutes. Since the ASAP program, the amount of time required by a law enforcement officer from initial contact until the officer is able to resume patrol has been approximately one hour and 20 minutes. Officers and officials interviewed could not provide reasons why the amount of time required to effect a DWI arrest had been reduced by one hour since the implementation of the San Antonio ASAP.

At the time of this site visit, a total of 60 sworn law enforcement officers were certified as breath examiner specialists within the San Antonio Police Department. Selection for training varies according to departmental need. All certified breath examiner specialists are volunteers from the ranks of Detective Investigators. The final selection of volunteers who will actually receive breath examiner specialist training is made by Sergeant Taft of the Accident Prevention Bureau. The location of the breath examiner specialist training facility is Headquarters, San Antonio Police Department, San Antonio, Texas. The breath examiner specialist training program is administered by the Department of Public Safety and all licenses are issued by the lab scientific director.

Conclusions: Sergeant L.E. Taft, Sergeant of the Accident Prevention Bureau and departmental coordinator of the ASAP project for the San Antonio Police Department, stated that no difficulties have occurred in the utilization of part-time overtime officers in ASAP DWI enforcement. Individual officer productivity is reviewed on a nightly basis and officers who fail to perform in a satisfactory manner are not authorized nor allowed to participate in the ASAP overtime enforcement program.

Sergeant L.E. Taft also advised that the number of certified Breathalyzer operators available to the San Antonio Police Department has tripled since the implementation of the San Antonio ASAP. He

anticipates that a number of certified Breathalyzer operators within his department will continue to grow at a much faster rate than prior to the ASAP program.

Recommendations: The in-service training program conducted by the San Antonio Police Department should be expanded to include driving while intoxicated identification, apprehension and testing techniques. This training should be available to all sworn law enforcement officers to the San Antonio Police Department.

The Alcohol Accident Analysis prepared by the Accident Prevention Bureau is by far the best accident information compiled by any of the law enforcement agencies participating in Alcohol Safety Action Projects visited by this investigator during the survey. The selection of patrol sectors is based on this information. Additional funds should be made available to the Accident Prevention Bureau of San Antonio Police Department whereby electronic data processing analysis could be utilized in expanding this already superb accident information system.

UTAH (SALT LAKE CITY)

Section 1 - Overview

The Salt Lake City Alcohol Safety Action Project enforcement counter-measure consists of four participating law enforcement agencies: the Salt Lake City Police Department, the Salt Lake County Sheriff's Office, the Utah Highway Patrol, and the Ogden Police Department. In accordance with the directive of DOT/NHTSA, this investigator visited only the Salt Lake City Police Department and the Salt Lake County Sheriff's Office.

At the time of the site visit, four full-time police officers were assigned to the Salt Lake City Police Department ASAP patrol unit. All four of the officers' positions were sustained with federal funds provided by the Salt Lake City ASAP.

Concurrently, two full-time sworn law enforcement deputies were assigned to the ASAP patrol of the Salt Lake County Sheriff's Office. Both of these deputies were primarily engaged in field operations and their positions were sustained with federal funds provided by the Salt Lake City ASAP.

In the selection of officers for the ASAP enforcement assignment, the Salt Lake City Police Department and the Salt Lake County Sheriff's Office utilized "selective volunteers". By "selective volunteers" it was meant that officers who wished to work the ASAP assignment submitted their names to Captain Roberts of the Salt Lake City Police Department or to Lt. Taylor of the Salt Lake County Sheriff's Office, who, in turn, selected the officers for the ASAP assignment according to the following criteria:

- Police traffic aggressiveness
- Administrative abilities
- Performance record.

ASAP enforcement is carried out Tuesday through Saturday, 1900 hours to 0300 hours. This schedule was selected by officers assigned to ASAP and the ASAP project management.

Officers of this site are afforded Civil Service protection. All

applicants for the position of police officer must be at least 21 years of age and must not have reached their 30th birthday at the time of filing their application. Applicants are expected to be of good moral character, having completed at least a high school education or GED equivalent. A polygraph (lie detector) examination is given to all police officer candidates. Candidates must have a minimum of 20-20 vision corrected and their height and weight must be proportionate. Officers must reside within the boundaries of Salt Lake City. All applicants must be in excellent physical condition as determined by physical and laboratory examinations which are given in accordance with health standards of the Civil Service Commission. In addition to the physical examination, candidates are also expected to satisfactorily complete an agility test. Starting salary for a new officer on the Salt Lake City Police Department at the time of this visit was \$694 per month. The qualifications and starting salary for a deputy of the Salt Lake County Sheriff's Office are essentially identical to those requirements established for city officers.

Officials of both agencies stated that all command officers support college programs; however, no written documentation was available. Educational incentive programs are in affect through state-sponsored pay increases. Officers are awarded an additional \$25 per month for an associate of arts degree, \$50 additional per month for a bachelor of science degree, and an additional \$75 per month for a master's degree.

No formal recruit training academy exists at this time. Recruit classes are organized on an as-needed basis. Recruit training has recently been held at Westminster College. The University of Utah has also been used. A-1 police recruit training is under the administration of the Police Officers Standard and Training Council (P.O.S.T.). All new recruits receive 400 classroom hours of instruction. In-service training is conducted on a regular basis and consists of approximately 40 classroom/roll-call hours per year. Roll-call training does not include the subject of driving while intoxicated.

ASAP officers are not rotated on a regular basis to other assignments within the respective law enforcement agencies.

The total manhours authorized for ASAP enforcement in 1973 was 8,320 hours for the Salt Lake City Police Department and 4,160 for the Salt Lake County Sheriff's Office.

The Salt Lake City ASAP purchased one marked patrol sedan and three unmarked patrol sedans for the Salt Lake City Police Department to be utilized in ASAP enforcement. The ASAP also provided two unmarked patrol units for use by the Salt Lake County Sheriff's Office ASAP enforcement. The patrol sedans of the Salt Lake City Police Department marked unit were equipped with a red magnetic mounted pulsating beacon, an electronic siren, a fixed transceiver, spotlight on the driver's side of the vehicle, and highway flares. The three unmarked police units purchased for the Salt Lake City Police Department were also equipped with a red pulsating beacon, an electric siren, a fixed transceiver, and highway flares. The unmarked units were not equipped with spotlights as were the marked police units. Neither the marked nor the unmarked units were equipped with protective screens or shields separating front and rear seating areas.

The unmarked patrol sedans which were purchased by the Salt Lake City ASAP for the Salt Lake County Sheriff's Office were equipped with a red and blue rotating beacon which was of the "swing-down from the visor" type, and electronic siren, emergency lights mounted in the rear window (one unit has amber lights--one unit has blue lights), fixed transceiver, spotlight on the driver's side, shotgun, highway flares, and one unit contains a first aid kit consisting of a 6 inch roll of compress and splints. All units are equipped with a pedometer for accident investigation purposes.

Section 2 - ASAP Patrol Strategies and Deployment

ASAP patrol is conducted by one-man units which are not restricted to a specific patrol sector during field operations.

ASAP officers are relatively unrestricted in choosing their patrol area. They generally patrol those areas with the highest concentration of bars, taverns and night spots. Officers stated that they choose these areas because they exhibited a greater probability of affecting a DWI arrest.

ASAP officers also conduct accident investigations. They average five accident investigations per month and those are usually very serious accidents or are alcohol-related accidents. No pattern exists in the frequency with which the accident investigations are conducted and the frequency varies depending upon whether conditions and manpower resources of the non-ASAP units.

Prior to the implementation of the Salt Lake City ASAP, approximately 2½ hours were required by a law enforcement officer from the initial contact with suspected DWI offender until the officer was able to resume patrol. A significant reduction of time required came about as a result of ASAP, in that officers prior to ASAP were uncertain as to arrest procedures to be followed. The average amount of time now required by a law enforcement officer from the initial contact with the suspected DWI offender until the officer is able to resume patrol is 1½ hours.

Conclusions: Although officers assigned to the ASAP patrol are not required to patrol a specific patrol sector during their tour of duty, officers observed by this investigator were extremely aggressive in their patrol techniques. Officers remained in constant moving patrol, constantly aware of the pattern of traffic surrounding them. (Example: officers repeatedly preferred to be traveling with the flow of traffic checking the vehicles ahead of them and then gradually increasing their speed to check the next group of vehicles further down the road.) The geographic configuration of the jurisdictional area would admittedly make it difficult to assign specific areas of patrol to these ASAP officers.

The officers of this site are not actively supervised during their ASAP field patrol operations. This investigator was impressed with the amount of knowledge and degree of comprehension regarding the role of alcohol and accidents that was exhibited by the enforcement personnel comprising the ASAP unit of each of the law enforcement agencies. The demeanor, aggressiveness, and discipline exhibited in developing patrol strategies shown by the ASAP officers of the Salt Lake City Police Department and the Deputies of the Salt Lake

County's Sheriff's Office were among the best this investigator observed at any of the ASAP sites visited during this survey.

Recommendations: The patrol deployment and strategies currently used by the ASAP officers assigned to the Salt Lake City ASAP should be continued.

VERMONT

Section 1 - Overview

The Vermont State Police in the Department of Public Safety was the law enforcement agency participating in the ASAP enforcement countermeasure (Project CRASH). During the three years of operation 31 different troopers, first and second class, in a specified four-county area were assigned to the eight-member CRASH Intensified Enforcement Team rotating at three-month intervals. Longer periods of time would have meant extensive periods of separation from families for troopers not residing in the CRASH area.

The CRASH team consisted of eight full-time state troopers and a State Police Sergeant who acted as Enforcement Coordinator. The final selection of troopers for assignment to the CRASH team was done by the Commissioner of Public Safety; all nine positions were sustained with federal funds.

The CRASH force usually functioned as eight single units with each officer on duty 45 hours per week: 1300-2200 Wednesday, and 1600-0400 Thursday, Friday and Saturday. The ASAP Project Director and Enforcement Coordinator determined the schedule - reportedly to achieve maximum visibility to the potential DWI offender as a deterrent. Overtime hours were not used. Each assigned trooper had completed the 16-week training course at the State Police Academy, augmented by specialized training in the areas of DWI detection, apprehension and processing (i.e. breath testing, audio-visual equipment use, use of all forms, standard operating procedure). The bulk of this training was held during the officer's first week of assignment to CRASH.

Vermont State Police marked cruisers (blue beacon, no protective screen) were purchased for ASAP enforcement, as well as one mobile van which was to serve as a DWI processing unit. With the advent of the Crimper Encapsulation System its use declined steadily, and toward the close of the project the vehicle was used solely for roadside survey purposes.

Conclusions: The enforcement countermeasure did not operate on Sunday, Monday, or Tuesday nights. CRASH troopers conducted DWI enforcement from Wednesday through Saturday only. The workday, however, tended to be a long one, with nine hours on Wednesday and twelve hours each during the remaining days of the week.

Section 2 - Patrol Strategies and Deployment

Both one- and two-man units were deployed over the four county CRASH area, one county at a time, with no specific patrol restrictions within that area. The county was determined in advance by the CRASH office (Enforcement Coordinator), supposedly as a function of population, traffic flow and local events. The most typical strategy reported was the utilization of one-man units available to assist one another combined with occasional full force road checks.

Although a CRASH officer was scheduled to patrol at those times and locations of high incidence of drinking/driving, he was instructed to enforce all motor vehicle laws of the State of Vermont, which included accident investigation whenever it occurred in his area. It required approximately 25 minutes from initial contact till resuming patrol in a DWI stop. (Prior to ASAP implementation the elapsed time was estimated to be 2½ hours).

All troopers attending the State Police Academy undergo a course of instruction pertaining to DWI enforcement which includes a familiarization with the Indium Crimper (sample-taking process). Successful completion of this results in sample-taking certification. (An estimated 100 troopers are so certified). The instructors are the CRASH Enforcement Coordinator and former CRASH team troopers, who were in turn trained by the manufacturer of the Gas Chromatograph Intoximeter (Intoximeters, Inc.)

Conclusions: Of necessity (due to the relatively sparsely populated area patrolled), troopers had considerable freedom of movement in selecting locations for CRASH enforcement (usually the entire area within one pre-selected county). Also, because of the generally light vehicular traffic, road checks could be used for the purpose of screening potential DWI offenders with some amount of success.

Recommendations: None.

VIRGINIA (FAIRFAX COUNTY)

Section 1 - Overview

The Fairfax County Alcohol Safety Action Project consists of the following participating law enforcement agencies: Fairfax County Police Department, Fairfax City Police Department, Falls Church Police Department, Vienna Police Department, and Herndon Police Department.

Fairfax County Police Department currently consists of 564 sworn officers and 256 non-sworn personnel. The current authorized strength is 587 sworn and 256 civilian personnel. The Fairfax City Police Department currently consists of 46 sworn officers (out of a current authorized strength of 48) and five non-sworn personnel. The Falls Church Police Department currently consists of 26 sworn officers (the current authorized strength for sworn officers) and six non-sworn personnel. The Vienna Police Department currently consists of 25 sworn officers. This is the maximum current authorized strength for sworn officers. The department employs 26 non-sworn personnel.

In the Fairfax County Police Department, the number of positions designated specifically for ASAP enforcement varies according to the day of the week: Friday and Saturday, 4 sworn officers; Sunday through Thursday, 3 sworn officers; and Monday through Friday, one sworn administrator. Of these positions, three on Friday and Saturday and two from Sunday through Thursday are primarily engaged in field operations. The non-sworn ASAP personnel include two medical technicians and one half-time secretary.

In all participating agencies, officers are selected for ASAP enforcement on a voluntary basis. Although a specific amount of experience is not required to qualify for the ASAP assignment, the officers' performance record is examined. All ASAP officers are rotated daily to other assignments, due to the overtime configuration of the countermeasure.

The final selection of ASAP officers is made by the Enforcement Coordinator in the Fairfax County Police Department, by the respective Chiefs of Police of the Fairfax City Police Department and the Vienna Police Department, and by Sergeant T.N. Toureau of Falls Church Police Department.

In Fairfax County, ASAP enforcement is carried out Sunday through Thursday from 2000 hours to 0400 hours and Friday and Saturday from 2100 hours to

0500 hours. This schedule was decided by the Fairfax County Police Department and ASAP project management, after a review of baseline information. ASAP enforcement is carried out Thursday through Saturday between the hours of 1900 and 0300 in Fairfax City. This schedule was developed by the Fairfax City Police Department. In Falls Church, ASAP enforcement is carried out between 1800 hours and 2200 hours on Friday and Saturday. This schedule was decided by Sergeant T.N. Toureau. In Vienna, ASAP enforcement is carried out between 1900 hours and 0300 hours, three days a week. (The particular days vary). This schedule was developed by the ASAP project management.

In the Fairfax County Police Department, the minimum requirements which must be met to be considered for the position of police officer are a high school diploma, passing a written and physical exam, a background investigation, and polygraph and being between the ages of 21 and 31 years. The minimum requirements for the Vienna Police Department are a minimum height of 5' 8" and weight of 145 pounds, a high school diploma, passing a written and physical exam, a background investigation and polygraph, and being between the ages of 21 and 31 years. For both the Falls Church and Fairfax City Police Departments, the minimum requirements are a high school diploma or GED, passing a written and physical exam, background investigation and polygraph test.

In all participating agencies, police officers are trained at the Northern Virginia Police Academy, Popes Head Road, Fairfax, Virginia.

In Fairfax City, Vienna, and Herndon, the starting yearly salary for a newly appointed officer is approximately \$10,000. In Fairfax County the starting salary is \$11,000 and in Falls Church, \$10,200.

In the Vienna Police Department, officers are on probation for six months. In Fairfax County and Falls Church, the probationary period for police officers is one year. In Fairfax City, the probationary period is one year, contingent upon completion of Northern Virginia Police Training.

In all participating agencies, officers are officially encouraged to advance their formal education level. The Falls Church and Fairfax City Police Departments have an educational incentive program which provides 2.5% raise for an AA degree, a 5% raise for a BS degree and a 10% raise for an

MA degree. The Vienna Police Department's educational incentive program provides a 5% raise for 45 hours and an additional 5% of 90 hours of instruction. The Fairfax County Police Department does not have an educational incentive program in effect at this time.

In the Falls Church Police Department, in-service training is conducted on a regular basis for 40 hours per year. The Fairfax City Police Department conducts in-service training on a regular basis for one hour per month, 12 months per year. In the Fairfax County and Vienna Police Departments, in-service training is not conducted on a regular basis.

In the Vienna Police Department, the activities and effectiveness of individual officers in the performance of their duties are monitored by a daily review of officer activity including an evaluation of the forms the officers complete in their daily work. These forms include: ASAP Form 3 (Fig. 22-12) (this form is completed by the officer at the time of a DWI arrest and includes information about the subject, time and place of arrest, and chemical test results); Virginia Uniform Traffic Summons (Fig. 22-1); Record of Arrest (Fig. 22-14); Case Record (Fig. 22-15); Motor Vehicle Accident Report (Fig. 22-16) and Arrest Register (Fig. 22-17). In Fairfax County, officers also complete ASAP Form 3 and the Virginia Uniform Traffic Summons. They also complete the Investigation Report (Fig. 22-2) the Tow-In Record (Fig. 22-18), Notice of Tow-In (Fig. 22-19), Breathalyzer Operational Checklist (Fig. 22-9), Daily Activity Report (Fig. 22-20), Daily Vehicle Report (Fig. 22-21) and Daily Contact Sheet (Fig. 22-7). Fairfax City ASAP officers complete the Vehicle Report (Fig. 22-6) which provides background information on the suspect and the registered owner, and information about the details of the incident. Falls Church ASAP officers complete the DWI Form (Fig. 22-5) which includes a description of the suspect, physical and behavioral, and chemical test results.

In the Fairfax County Police Department, seven marked patrol sedans were purchased for ASAP enforcement (no unmarked patrol sedans were purchased). They are equipped with red rotating beacons, electronic sirens, driver spotlights, pop-up shield separating front and rear seat area, shot guns, and highway flares.

Two mobile vans were purchased for the Fairfax County Police Department. They are equipped with videotape camera, recorder and monitor (not used);

Breathalyzer 900A, Simulator, first aid kit, forms, refrigerator, hypodermic and needles and vials for blood testing, scanning radio, red bar lights, electric siren and emergency lighting flashing front, rear and sides. One van is used per night in the northern section (north of route 50) of the county. It is staffed with one sworn officer, who drives, and one medical technician/civilian, who conducts the chemical tests. The van either responds to the scene of arrest or becomes stationary as needed. The van provides services for both ASAP and non-ASAP patrols and for any jurisdiction.

In the Fairfax City Police Department, two marked patrol sedans were purchased for ASAP enforcement. The patrol sedans are equipped with red rotating beacons, electronic sirens, pulsating emergency lights mounted in the grille, driver spotlights, pop-up shields separating front and rear seat area, shotguns, highway flares and first aid kits.

One marked patrol sedan was purchased for ASAP enforcement by the Falls Church Police Department. The patrol sedan is equipped with red rotating beacons, electronic sirens, driver spotlights, and pop-up shields separating front and rear seat area.

In the Vienna Police Department one marked patrol sedan was purchased for ASAP enforcement. The patrol sedan is equipped with red rotating beacons, electronic sirens, driver spotlights, pop-up shield separating front and rear seat area, shot guns, and highway flares.

Section 2 - Patrol Strategies and Deployment

ASAP patrol for all participating jurisdictions is conducted by one-man units. Under the Fairfax County Police Department, two to three officers participate at any given time. Route 50 is the natural county divider and officers are assigned to either north or south of Route 50. The third officer works line patrol along Route 50. This assignment pattern was decided by the Fairfax ASAP and the Fairfax County Police Department. The Vienna, Fairfax City and Falls Church ASAP patrols are unrestricted in choosing their patrol area within their jurisdiction. The Vienna ASAP patrol is city-wide since the city consists of only 4.3 square miles. Fairfax City and Fairfax County patrol the areas with the highest concentration of drinking establishments, as this affords the greatest probability of detecting violators.

The average amount of time required by a law enforcement officer from initial contact with a suspected DWI/DUI offender until the officer is able to resume patrol is one hour for Fairfax City, Fairfax County and Falls Church, and two hours for Vienna. Prior to ASAP, the average amount of time was four hours for Falls Church and three hours for Vienna, Fairfax City and Fairfax County.

The Fairfax County ASAP patrol does not conduct accident investigation. The Fairfax City ASAP patrol does not conduct accident investigation in general, but may do so if a special need arises. The Falls Church ASAP patrol conducts investigation of accidents if the officer was the only unit available, and the Vienna ASAP patrol conducts accident investigation only if the accident was observed by the officer or if he is the first unit at the scene on the accident.

The certified breath examiner specialists in the participating police departments of the Fairfax ASAP are all trained at the Northern Virginia Police Laboratory, the program is administered by the State Department of Health, Richmond, Virginia. The licensing procedure is outlined in the Police and Procedures Issued by the State Health Commissioner of the Commonwealth of Virginia for the Administration of Breath Alcohol Tests (Exhibit 22a), Section VI. Instructors must obtain an instructor certificate to teach breath alcohol testing. This teaching certificate is issued to individuals possessing a valid breath test license and having satisfactorily completed a 40-hour course for Breath Alcohol Instructors.

The breath test license is granted to individuals upon successfully completing a minimum of 40-hours of instruction in the operation of the breath test device. The breath test license is issued for a period of 16 months and is renewable after demonstration of continuing ability to perform accurate and reliable breath tests. (For complete information regarding licensing procedures, please refer to Exhibit 22a Section VI, mentioned above.)

Conclusions: As evidenced by the narrative section of this report, a formal patrol deployment and strategy group does not exist within the framework of the Fairfax County Alcohol Safety Project. Patrol deployment and strategy is accomplished only to the extent that officers on ASAP patrol conduct such patrol in the manner in which they feel their techniques utilized will have the greatest effect.

This lack of uniformity of effort and design is directly attributable to the ineffectiveness in utilizing a sworn law enforcement officer of one agency as the coordinating official responsible for the activities of these five diverse police agencies. As admitted by the enforcement coordinator of the Fairfax County Police Department who serves as the official enforcement coordinator for the Fairfax Alcohol Safety Action Project his effectiveness is severely limited in that his first responsibility is to the Fairfax County Police Department, his second responsibility is to the Fairfax County Alcohol Safety Action Project and, because he is a sworn law enforcement officer of the Fairfax County Agency, he is reluctant to impose restrictions and/or procedures on other law enforcement agencies. Likewise the other participating law enforcement agencies are reluctant to accept recommendations from the coordinator. This problem is further compounded by the fact that this coordinator is of patrolman grade and intra-agency communications generally occur between command rank officials.

Recommendations: It is recommended that the enforcement coordinator of the Fairfax Alcohol Safety Action Project be either a civilian employee of the ASAP and have at least a baccalaureate degree and former police traffic service experience or at the least be a sworn police officer of the Fairfax County Police Department holding the rank of Sergeant.

HANDYARTS • BALTIMORE BUSINESS FORMS, INC., RICHMOND, VA.

NAME LAST FIRST MIDDLE		RACE	SEX	WEIGHT	HEIGHT FT. IN.		CODE	
		EYES	HAIR	BORN	MO.	DAY	YEAR	
ADDRESS		YEAR	MAKE			TYPE		
		VEHICLE LICENSE NUMBER				YEAR	STATE	
CITY & STATE ZIP CODE		OCCUPATION						
		OPERATORS' OR CHAUFFEURS' LICENSE NUMBER						STATE
OFFENSE CHARGED					JURISDICTION OF OFFENSE			
LOCATION OF OFFENSE			DATE	TIME	DAY OF WEEK	WEATHER	ACCIDENT YES NO	
STREET OR ROUTE NO.	DIRECTION	NO. LANES	LOCATION OF ARREST		DATE OF ARREST	RELEASED TO OR BONDED BY	DATE	
ARRESTING OFFICER		CODE OR BADGE	DATE OF TRIAL	PLEA	CONVICTED OF			
SENTENCE	FINE	COSTS	PERIOD LICENSE SUSP.	LICENSE CARD SURRENDERED YES NO				
COUNTY, CITY, TOWN OF		NAME OF COURT			NO. 12953			

VOID
Sgt Childers

COUNTY OR CITY OF _____ DATE _____

M _____ YOU ARE HEREBY SUMMONED TO APPEAR IN THE _____ COURT AT _____

ON _____ AT _____ AM/PM TO ANSWER FOR THE FOLLOWING VIOLATION OF LAW,

TO WIT: _____

I HEREBY PROMISE TO APPEAR AT THE TIME AND PLACE SPECIFIED ABOVE		FAILURE TO COMPLY WITH THIS SUMMONS CONSTITUTES A SEPARATE OFFENSE
DEFENDANT'S SIGNATURE _____	(SIGNING THIS SUMMONS IS NOT AN ADMISSION OF GUILT)	
OFFICER _____	BADGE NO. _____	

VIRGINIA UNIFORM TRAFFIC SUMMONS NO. 12953

Figure 22-1

COUNTY OF FAIRFAX, VIRGINIA
POLICE DEPARTMENT

PAGE _____ OF _____

INVESTIGATION REPORT

(9) UNIT ASGD _____ (12) AREA _____ (15) PATROL _____

(1) CASE NO. _____

DIVISION _____ (17) DUTY STATION _____

DATE _____

COMPLAINANT _____ PHONE NO. _____

HOME ADDRESS _____

DATE RECEIVED _____ TIME RECEIVED HR. _____ MIN. _____ WEATHER _____ LIGHT _____

(20) DATE OF EVBNT _____ (26) TIME OF EVENT HR. _____ MIN. _____ (30) DAY OF WEEK _____ FEL - MISD _____

PLACE OF EVENT _____ (31) CLASS _____ CODE _____

NATURE OF CASE _____ (35) FND _____

SUBJECT NO. 1 _____ (36) OFF1 _____

ADDRESS _____ (40) ACT1 _____

SUBJECT NO. 2 _____ (41) TYP1 _____

ADDRESS _____ (42) NRV1 _____

DETAILS OF INVESTIGATION _____ (44) JUV1 _____

_____ (45) OFF2 _____

_____ (49) ACT2 _____

_____ (50) TYP2 _____

_____ (51) NRV2 _____

_____ (53) JUV2 _____

_____ (54) LOCN _____

_____ (56) MTHD _____

_____ (58) INST _____

_____ (60) VIOB _____

_____ (62) MOTV _____

_____ (64) MO1 _____

_____ (67) MO2 _____

_____ (70) MO3 _____

_____ (73) NRPC _____ (75) STATUS _____ (76) EF1 or MF1 (Circle) _____ (79) SEQ _____

TIME NOTIFIED _____ TIME ARRIVED _____ TIME CLEARED _____ DATE _____

FOLLOW UP _____ INVESTIGATED BY _____ APPROVED _____

Figure 22-2 152

QUANTITY	ITEM	DESCRIPTION			EST. VALUE	
					STOLEN	RECOVER
TOTAL VALUE						

(14) JT _____
 (31) JR _____
 (9) PC _____ (10) VS _____ (23) VR _____

VEHICLE USED - STOLEN - INVOLVED ENTERED IN WALES YES NO STATE TT SENT LOCAL LOOKOUT BROADCAST

YEAR _____ MAKE _____ MODEL _____ TAG NO. _____ STATE _____

COLOR _____ SERIAL NO. _____ MARKS _____

DESCRIBE VICTIM - VEHICLE - BUILDING _____

NAME OF DECEASED _____ RACE _____ SEX _____ AGE _____
 HEIGHT _____ WEIGHT _____ HAIR _____ EYES _____ BIRTHDATE _____
 BIRTHPLACE _____ TIME OF DEATH _____ DATE OF DEATH _____
 NATURE OF DEATH _____ MEDICAL EXAMINER _____
 UNDERTAKER _____ ADDRESS _____

MISSING - WANTED - SUSPECT

NAME _____ RACE _____ SEX _____ AGE _____
 ADDRESS _____ PHONE _____
 HEIGHT _____ WEIGHT _____ HAIR _____ EYES _____ BIRTHDATE _____
 BIRTHPLACE _____ OCCUPATION _____ COMPLEXION _____
 DRESS _____
 MARKS _____ WHY WANTED _____

WITNESSES - REMARKS _____

TIME ARRIVED _____ TIME CLEARED _____ DATE _____

FALLS CHURCH POLICE DEPARTMENT D.W.I. FORM

Arrest Number _____

Complaint Number _____

Arresting Officer _____

Date and Time Arrested _____

NAME _____ ADDRESS _____

AGE _____ SEX _____ RACE _____ APPROX. WEIGHT _____ O.I.# _____

OBSERVATIONS: (Check one)

CLOTHES: (Describe type and color) _____

Condition of Clothing: () Disorderly () Disarranged () Soiled () Mussed
() Orderly

BREATH: (Oder of Alcoholic Beverage) () Strong () Moderate () Faint () None

ATTITUDE: () Excited () Hiliarious () Talkative () Carefree () Sleepy
() Profane () Combative () Indifferent () Insulting () Cocky () Polite
() Cooperative

UNUSUAL ACTIONS: () Hiccoughing () Belching () Vomiting () Fighting
() Crying () Laughing

SPEECH: () Not understandable () Mumbled () Slurred () Confused () Accent
() Thick tongued () Stuttered () Fair () Good

PERFORMANCE TESTS: Check one

BALANCE: () Falling () Needed support () Wabbling () Swaying () Unsure () Sure

WALKING: () Falling () Needed support () Wabbling () Swaying () Unsure () Sure

TURNING: () Falling () Staggering () Hesitant () Swaying () Unsure () Sure

FINGER TO NOSE: Right Hand: () Completely Missed () Hesitant () Sure
Left Hand: () Completely Missed () Hesitant () Sure

COINS: () Unable () Fumbling () Slow () Sure

ABILITY TO UNDERSTAND INSTRUCTIONS: () Good () Fair () Poor

TEST PERFORMED TIME: _____

OBSERVER'S OPINION: (Effects of Alcohol) () Extreme () Obvious () Slight () None

CHEMICAL TEST DATA: (Type) () Blood () Breath

TIME FIRST OBSERVED: _____ DATE OF TEST _____ TIME OF TEST _____

RESULTS BAC _____ EQUIPMENT TYPE _____ EQUIPMENT NO. _____

NAME OF OPERATOR _____ LICENSE NO. _____

SIMULATOR NO. _____ RESULT OF SIMULATOR TEST _____

(Signed) _____

OFFICERS CONTACT SHEET - ASAP PROGRAM

DATE _____ HOURS OF ASSIGNMENT

OFFICER _____ FROM: _____ TO _____

RECORD ALL VEHICLES STOPPED.

AREA ASSIGNED _____

TIME	TAG NUMBER	REASON FOR STOP	DISPOSITION OF STOP

TOTAL NUMBER OF CONTACTS _____

TOTAL NUMBER OF ARRESTS _____

TOTAL NUMBER OF WARNINGS _____

OFFICER'S SIGNATURE

ASAP FORM 2

(OVER)

Figure 22-7

TOTAL HOURS WORKED _____

TOTAL MILES TRAVELED _____

GALLONS OF GAS _____

COMMENTS

Figure 22-7 (cont'd.)

BREATHALYZER OPERATIONAL CHECK LIST

Name of subject _____ Date _____
Time (of test) _____ Blood Alcohol 0. _____ % Ampul Control No. _____
Operator _____ Witness _____
Instrument _____ No. _____

V

1. Observe subject for twenty minutes prior to testing to prevent oral intake of any material.

PREPARATION

2. Throw SWITCH to "ON", wait until THERMOMETER shows $50^{\circ} \pm 3^{\circ} \text{C}$.
3. Gauge TEST AMPUL and insert in left-hand holder.
4. Gauge TEST AMPUL, open, insert BUBBLER and connect to outlet.

PURGE

5. Turn to TAKE, flush out, turn to ANALYZE.
6. When RED empty signal appears, wait 1½ minutes, turn on LIGHT, BALANCE.
7. Set BLOOD ALCOHOL POINTER on START line.

ANALYSIS

8. Turn to TAKE, take breath sample, turn to ANALYZE, (record time).
9. When RED empty signal appears, wait 1½ minutes, turn on LIGHT BALANCE.

Record answer, dispose of test ampul, TURN CONTROL KNOB to "OFF"

Figure 22-9

NAME (last, first, middle)

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22

ADDRESS (street, & number, city & state, zip) (local, if applicable) FROM DRIVERS LICENSE

CURRENT ADDRESS:

SUBJECT'S PLACE OF RESIDENCE 23 24 AGE 25 26 SEX 27 DATE OF BIRTH

EXACT LOCATION OF OFFENSE TELEPHONE HOME: WORK:

IDENTIFICATION 28 REASON FOR CONTACT 29 INJURY 30 MILITARY BRANCH OF SERVICE

OPERATORS LICENSE NUMBER SOCIAL SECURITY NO. STATE OF ISSUANCE

DATE OF CONTACT 31 32 33 34 35 36 DAY OF WEEK 37 TIME OF CONTACT 38 39 40 41

BREATH SCREENING DEVICE ADMINISTERED 42 TIME OF TEST 43 44 45 46 RESULTS 47 IF NOT GIVEN, REASON 48

ARRESTED 49 TYPE 50 CHARGE(S) IF OTHER SPECIFY 51 + 52

BLOOD TEST ADMINISTERED 53 TIME OF TEST 54 55 56 57 WHERE ADMINISTERED 58 IF NOT GIVEN, REASON 59

BREATH ANALYSIS ADMINISTERED 60 TIME OF TEST 61 62 63 64 BAC LEVEL 65 66 IF NOT GIVEN, REASON 67

SUMMONS NO. 68 69 70 71 72 73 COURT DATE OFFICER'S NAME AND BADGE NO.

TIME RETURNED TO DUTY 74 75 76 77 ON ASAP DUTY 78 AGENCY 79

TECH/NURSE NAME PERSON SUBMITTING FORM

- SUBJECT'S PLACE OF RESIDENCE 01. Fairfax County 02. Fairfax City 03. Falls Church 04. Vienna 05. Herndon 06. Arlington County 07. Loudoun County 08. Prince William County 09. Alexandria 10. Ft. Belvoir 11. Other Virginia 12. Maryland 13. Washington, D.C. 14. All other
SEX 1. Male 2. Female
IDENTIFICATION 1. Driver 2. Passenger 3. Pedestrian 4. Cyclist
REASON FOR CONTACT 1. Accident 2. Violation 3. Driving Behavior 4. Complaint 5. Other Observation
INJURY 1. Yes 2. No
DAY OF WEEK 1. Sunday 2. Monday 3. Tuesday 4. Wednesday 5. Thursday 6. Friday 7. Saturday
ADMINISTERED 1. Yes 2. No
RESULTS 1. Positive 2. Negative
IF NOT GIVEN, REASON 1. Subject Refused 2. Equipment Not Available
ARRESTED 1. Yes 2. No
TYPE 1. Non-Crash 2. Injury Crash 3. Property Damage 4. Pedestrian Crash 5. Fatal Crash
CHARGE 1. DWI 1+2 DWI & refusal 1+3 DWI & reckless 0+1 Other 0+2 Other
WHERE ADMINISTERED 1. ASAP Van 2. Hospital 3. Physician's Office 4. Station House
ON ASAP DUTY 1. Yes 2. No
AGENCY 1. Fairfax Co. Police 2. Fairfax City Police 3. Falls Church Police 4. Vienna Police 5. Herndon Police 6. State Police 7. Military Police
MILITARY 1. Active Duty 2. Retired
BRANCH OF SERVICE 1. AF 2. Army 3. Navy

ASAP Form 3, 3/7/73

Figure 22-12

TOWN OF VIENNA, VIRGINIA—POLICE DEPARTMENT

CASE RECORD

49.004

.....
COMPLAINT NUMBER TOW IN CODE
NATURE OF CASE
COMPLAINANT COLOR SEX AGE
ADDRESS
HOME PHONE OFFICE PHONE
DATE OF OCCURRENCE TIME PLACE
COMPLAINT RECEIVED FROM
ADDRESS PHONE
COMPLAINT RECEIVED BY TIME DATE
ASSIGNED TIME DATE
VEHICLE
OWNER
OPERATOR
REASON TOWED
TOWED BY
STORED AT
RELEASE CONDITIONS

PD-18

SIGNED

Figure 22-15

WHEN FILING REPORT OF AN ACCIDENT, CHECK YOUR DRIVERS LICENSE AND USE THE EXACT NAME, DATE OF BIRTH AND LICENSE NUMBER SHOWN ON THE CARD.

COMMONWEALTH OF VIRGINIA
DIVISION OF MOTOR VEHICLES
 Box 27412 Richmond 23261
Motor Vehicle Accident Report

WHEN FILING REPORT OF AN ACCIDENT SHOW THE EXACT MONTH, DAY AND YEAR, THE DAY OF WEEK, THE HOUR AND THE CORRECT NAME OF THE CITY, TOWN OR COUNTY IN WHICH IT OCCURRED.

INSTRUCTIONS

The driver of any vehicle involved in any accident resulting in injuries or death to any person or property damage to an apparent extent of \$100 or more, must within 5 days file a report of the accident with the Division of Motor Vehicles. If the driver is physically incapable of filing a report an occupant able to make a report must do so. A witness may also be required to file a report.

All such reports received from drivers, occupants, and witnesses are for the confidential use of the Division and cannot be used for evidence in any trial, either civil or criminal.

Title 46 1, Chapter 6, Code of Virginia of 1950, as amended.

Failure to report an accident within 5 days or failure to give correctly the information required in connection with any requisite report is a misdemeanor, and shall constitute a ground for suspension or revocation of operator's and chauffeur's licenses and registration plates of the person failing to make the report.

The purposes of this report are to obtain information necessary to the administration of the Safety Responsibility Law and to obtain data useful in accident prevention. Complete and clear answers to all questions are necessary. An accurate original report will avoid the necessity for supplementary reports. If you have difficulty in filling out the report, consult your nearest police authority.

IF INSURED, BE SURE TO SHOW THE CORRECT NAME OF INSURANCE COMPANY AND POLICY NUMBER.

1. Use typewriter or write plainly in ink.
2. Print all names and addresses.
3. Answer all questions to the best of your knowledge. If unable to answer any question, mark "not known."
4. Under "Location of Accident" and on diagram show sufficient information to locate exact scene of the accident.
5. Under "Type of Vehicle" indicate the exact type or combination of vehicles, i.e., coach, sedan and 2-wheel house trailer, tractor and semi-trailer, truck and 4-wheel trailer, motorcycle, etc.
6. The nature and extent of all damages and injuries must be clearly and completely stated. Wherever a doctor's statement of injuries or a garage estimate of the cost of repairs is immediately available, give this information. Otherwise give your careful estimate.
7. A mini-bike, trail-bike, bicycle or animal-drawn vehicle should be recorded as a vehicle for the purpose of this report. A person on skates, coaster wagon, sled, etc., should be classed as a pedestrian. Describe the conveyance and indicate exact location in the street or highway.
8. If accident involved a fixed object, describe fully and show its exact location and whether it was protected by flags, painting and/or lights.
9. Use a second report form or a sheet of plain paper of the same size to report additional vehicles, injured persons, or witnesses, or any other information for which there is insufficient space.
10. Sign the report in the space provided.

F. R. 300 Rev. 1-73

WITHIN 5 DAYS MAIL TO: DIVISION OF MOTOR VEHICLES, BOX 27412, RICHMOND, VIRGINIA 23261

	MONTH	DATE	YEAR	DAY OF WEEK	HOUR	A.M.	P.M.			
TIME								(14-15-16)	DO NOT WRITE IN THIS SPACE	
	COUNTY			CITY OR TOWN					(17)	
L	IF ACCIDENT OCCURRED IN RURAL AREA INDICATE DISTANCE IN MILES AND TENTHS OF MILE FROM NEAREST TOWN. USE TWO DISTANCES AND TWO DIRECTIONS IF NECESSARY.			OF <input type="checkbox"/> LIMITS OF CITY OR TOWN					(17)	
O	MILES NORTH									
C	MILES SOUTH									
A	MILES EAST									
	MILES WEST									
ACCIDENT HAPPENED ON (18-19-20)	GIVE NAME OF STREET OR HIGHWAY NUMBER (U.S. OR STATE). IF NO HIGHWAY NUMBER, IDENTIFY BY NAME							(21)	(1-2-3-4-5)	
I	CHECK AND COMPLETE ONE			NAME OF INTERSECTING STREET OR HIGHWAY NUMBER					(22)	
O	<input type="checkbox"/> AT ITS INTERSECTION WITH OR IF									
N	<input type="checkbox"/> NOT AT INTERSECTION			FEET NORTH OF						
				FEET SOUTH						
				FEET EAST						
				FEET WEST						
	URBAN - LOCATE TO NEAREST INTERSECTING STREET HOUSE NUMBER, BRIDGE, RAILROAD CROSSING, ALLEY, DRIVEWAY UNDERPASS, NUMBERED TELEPHONE POLE, OR OTHER IDENTIFYING LANDMARK.									
	RURAL - LOCATE TO NEAREST INTERSECTION, SHOW EXACT DISTANCE USING TWO DIRECTIONS AND TWO DISTANCES IF NECESSARY.									
	PAT			F.L.		PD 50		P.D.U.		
	T.T.			B.V.		NSP		OFF		
R	ALIGNMENT (CHECK ONE) (23)		SURFACE CONDITION (CHECK ONE) (24)		TRAFFIC CONTROL (CHECK ONE) (25)		KIND OF LOCALITY (CHECK ONE) (26)		WEATHER (CHECK ONE) SURFACE (27)	
O	1 STRAIGHT-LEVEL		4 DRY		4 OFFICER OR WATCHMAN		12 BUSINESS OR INDUSTRIAL		1 CLEAR	
A	2 CURVE-LEVEL		5 WET		1 STOP AND GO LIGHT		0 RESIDENTIAL DISTRICT		2 CLOUDY	
D	3 GRADE-STRAIGHT		6 SNOWY		2 STOP SIGN		1 SCHOOL, CHURCH OR PLAYGROUND ZONE		3 FOG	
	4 GRADE-CURVE		7 ICY		3 SLOW OR WARNING SIGN		2 OPEN COUNTRY		4 MIST	
	5 HILLCREST STRAIGHT		8 MUDDY		7 RAILROAD GATES OR SIGNALS		LIGHT (CHECK ONE)		5 RAINING	
	6 HILLCREST-CURVE		9 OILY		12 TRAFFIC LANES MARKED		4 DAYLIGHT		6 SPRING	
	7 DIP-STRAIGHT		DEFECTS (CHECK ONE)		5 NO PASSING LINES		8 DUSK		7 GLEETING	
	8 DIP-CURVE		12 UNDER REPAIR		0 YIELD SIGN		6 DAWN		8 SMOKE-DRIFT	
			0 LOOSE MATERIAL		9 ONE WAY ROAD OR STREET		7 DARKNESS-STREET OR HIGHWAY LIGHTED		SPECIFY OTHER	
			1 HOLES, ROTS, BUMPS		6 RAILROAD WATCHMAN		8 DARKNESS-STREET OR HIGHWAY NOT LIGHTED			
			2 SOFT OR LOW SHOULDER		8 NO TRAFFIC CONTROL					
			3 NO DEFECTS							
V	Your Vehicle-No. 1 (28)		(29)		(30)		Office Use Only			
E	Make		Type (Sedan, Truck, Taxi, Bus, etc.)		Year		Was Vehicle Insured? Yes or No		Vehicle License Plate (31)	
	Year		State		Number (32)		Ins. Code		(33)	
	Driver's Name		Street or R.F.D.		City and State		Birth (Mn., Fm., Yr.) (34)		Sex Race	
	First Middle Initial Last									

Figure 22-16

NOTE! DO NOT WRITE IN BOXES.

Driver's Occupation (34) Carpenter, Clerk, etc.		Driving Experience Years	Driver's License State	Number	U.S. Chauffeur <input type="checkbox"/> Operator <input type="checkbox"/> Beginner	Sec. No.	Number	
Owner's Name First Middle Initial Last	Street or R.F.D.		City and State		Estimated Speed Before Acc. M.P.H.	(36-37)	Speed Limit M.P.H.	Maximum Safe Speed M.P.H.
Driver's License State	Number		Was Safety Belt Installed? Yes <input type="checkbox"/> No <input type="checkbox"/>		Was Belt in use? Yes <input type="checkbox"/> No <input type="checkbox"/>			
Parts of Vehicle Damaged		Other Vehicle No. 2 (38)		(39)	(40)	Approximate Cost to Repair Vehicle \$		
Make	Type (Sedan, Truck, Taxi, Bus, etc.)	Year	Was Vehicle Insured? Yes or No	Vehicle License Plate (41)	Year	State	Number (42)	In. Code
Driver's Name First Middle Initial Last	Street or R.F.D.		City and State		Born (Mo., Day, Yr.) (43)	Sex	Race	(45)
Driver's Occupation (44) Carpenter, Clerk, etc.	Driving Experience Years	Driver's License State	Number	<input type="checkbox"/> Chauffeur <input type="checkbox"/> Operator <input type="checkbox"/> Beginner	Sec. No.	Number		
Owner's Name First Middle Initial Last	Street or R.F.D.		City and State		Estimated Speed Before Acc. M.P.H.	(46-47)	Speed Limit M.P.H.	Maximum Safe Speed M.P.H.
Driver's License State	Number		Was Safety Belt Installed? Yes <input type="checkbox"/> No <input type="checkbox"/>		Was Belt in use? Yes <input type="checkbox"/> No <input type="checkbox"/>			
Parts of Vehicle Damaged						Approximate Cost to Repair Vehicle \$		
Damage to Property Other Than Vehicles		Name Object, Show Ownership, and State Nature of Damage					(48)	
							Approximate Cost to Repair \$	
INJURED	Name	Address		Nature and Extent of Injury		<input type="checkbox"/> Driver <input type="checkbox"/> Passenger <input type="checkbox"/> Pedestrian <input type="checkbox"/> Bicyclist		In Vehicle No. (51)
	Age (49)	Sex	Race	Was Person Killed				
Total Injured	Name	Address		Nature and Extent of Injury		<input type="checkbox"/> Driver <input type="checkbox"/> Passenger <input type="checkbox"/> Pedestrian <input type="checkbox"/> Bicyclist		In Vehicle No. (54)
	Age (52)	Sex	Race	Was Person Killed				

NOTE! DO NOT WRITE IN BOXES.

DO NOT DETACH

INSURANCE CERTIFICATE

DO NOT DETACH

Was vehicle insured? Yes
 No

If the vehicle was insured, complete the following in full.

Accident Date _____ Location _____
(City, County, Town)

Automobile liability insurance policy number _____

Issued to _____ Effective Date _____
(Name of Insured)

by _____
Name of Insurance Company (Not Agent)

Provides limits of liability equal to those required by the Financial Responsibility Laws of Virginia.

VEHICLE INFORMATION

Year _____ Make _____ ID No. _____
(Ford, Chev., Ply., etc.)

License Number _____ State _____

Owner's Name _____ Driver's License No. _____
First Middle Last

(Address) _____ Birth Date _____ Sex _____

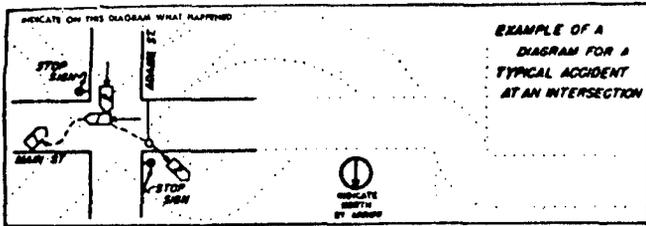
Driver's Name _____ Address _____
First Middle Last

YOUR POLICY CONTRACT REQUIRES YOU TO REPORT THIS ACCIDENT TO YOUR INSURANCE COMPANY. FAILURE TO DO SO MAY VOID THE POLICY.

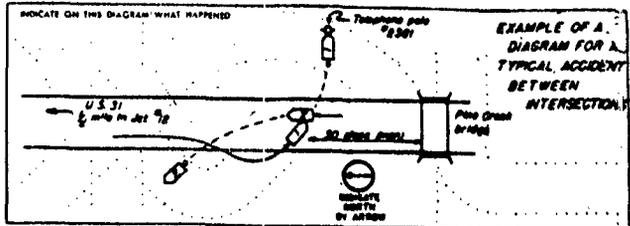
Signature of Person Submitting Report _____ Date _____

Form SR-21

Figure 22-16 (cont'd.)



No. 2, going north on Adams Street failed to stop before entering intersection with Main Street. No. 1 was going east on Main Street. No. 2 struck the right rear side of No. 1 and then went over the curb at the northwest corner after striking a pedestrian. The pedestrian was crossing Main Street from the southwest corner to the northwest corner.



The right front wheel of No. 1 slipped off the edge of the pavement. In getting back on the pavement the driver turned too sharply and allowed his car to go to the wrong side of the road where it struck the left rear side of No. 2. Both vehicles left the roadway after the collision and No. 1 then struck a telephone pole.

INSTRUCTIONS FOR LOCATING ACCIDENT AND MAKING DIAGRAM

WHAT TO SHOW ON THE DIAGRAM:

- (1) Directions from which vehicles (or vehicle) were approaching before accident; same for pedestrian.
- (2) Point of collision. (Can often be determined from debris in roadway.)
- (3) Where vehicles (or vehicle) came to rest after collision.

WHAT TO SELECT AS LANDMARK, FROM WHICH TO MEASURE DISTANCES:

- (1) A NUMBERED telephone or electric power pole nearby is most satisfactory, particularly in rural areas. BUT DO NOT USE AN UNNUMBERED POLE.
- (2) If there is no nearby numbered pole, other good landmarks in rural areas are: culvert headwall (number to be recorded, if any); house, barn, railway crossing.
- (3) In cities, measurements may be taken from the curb line of nearest cross street. Houses and business places in cities can always be identified by street number.

HOW TO TAKE MEASUREMENTS:

- (1) Use tape-line, yardstick, or other measuring instrument, if available.
- (2) If not available, measure by stepping off distance. Walk with customary stride; do not try to lengthen steps. Report the number of steps, as taken along the roadway, and state whether steps were taken by man or woman.

INVESTIGATING OFFICERS ARE REQUIRED TO FILE AN OFFICIAL REPORT SEPARATELY FROM THE REPORT OF EACH DRIVER INVOLVED. OFFICERS SHALL SIGN THEIR REPORTS IN THE SPACE PROVIDED AT BOTTOM OF REPORT. NOTE: INVESTIGATING OFFICERS SHALL NOT SIGN A REPORT MADE BY A DRIVER.

THE DRIVER OF EACH MOTOR VEHICLE INVOLVED IN AN ACCIDENT MUST MAKE A SEPARATE REPORT EVEN THOUGH A REPORT IS MADE BY AN ENFORCEMENT OFFICER.

<p>LOCATION IN VEHICLE OF PERSONS KILLED AND INJURED. (CHECK ONE FOR EACH PERSON KILLED AND INJURED)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: center;">VEHICLE 1 2 (53) (56) KILLED</td> <td style="width:50%; text-align: center;">VEHICLE 1 2 (55) (56) INJURED</td> </tr> <tr> <td>1. FRONT LEFT</td> <td>_____</td> </tr> <tr> <td>2. FRONT CENTER</td> <td>_____</td> </tr> <tr> <td>3. FRONT RIGHT</td> <td>_____</td> </tr> <tr> <td>4. REAR LEFT</td> <td>_____</td> </tr> <tr> <td>5. REAR CENTER</td> <td>_____</td> </tr> <tr> <td>6. REAR RIGHT</td> <td>_____</td> </tr> </table>	VEHICLE 1 2 (53) (56) KILLED	VEHICLE 1 2 (55) (56) INJURED	1. FRONT LEFT	_____	2. FRONT CENTER	_____	3. FRONT RIGHT	_____	4. REAR LEFT	_____	5. REAR CENTER	_____	6. REAR RIGHT	_____	<p>INDICATE ON THIS DIAGRAM WHAT HAPPENED.</p> <p style="text-align: center;">INDICATE NORTH BY ARROW</p>	<p>INSTRUCTIONS</p> <ol style="list-style-type: none"> 1. FOLLOW DOTTED LINES TO DRAW OUTLINE OF ROADWAY AT PLACE OF ACCIDENT. 2. NUMBER EACH VEHICLE AND SHOW DIRECTION OF TRAVEL BY ARROW. <ol style="list-style-type: none"> 3. USE SOLID LINE TO SHOW PATH BEFORE ACCIDENT. DOTTED LINE AFTER ACCIDENT. 4. SHOW PEDESTRIAN BY: 5. SHOW BALDORN BY: 6. SHOW DISTANCE AND DIRECTIONS TO LANDMARKS: IDENTIFY LANDMARKS BY NAME OR NUMBER. 																																															
VEHICLE 1 2 (53) (56) KILLED	VEHICLE 1 2 (55) (56) INJURED																																																														
1. FRONT LEFT	_____																																																														
2. FRONT CENTER	_____																																																														
3. FRONT RIGHT	_____																																																														
4. REAR LEFT	_____																																																														
5. REAR CENTER	_____																																																														
6. REAR RIGHT	_____																																																														
<p>DESCRIBE WHAT HAPPENED (REFER TO VEHICLES BY NUMBER)</p> <p>USE THIS SPACE FOR LISTING ADDITIONAL INJURED PERSONS. ALSO EXPLAIN QUESTIONS NOT FULLY ANSWERED BY CHECKING IN THE SPACES PROVIDED AND REASON FOR SUBMITTING IF SUPPLEMENTARY.</p> <p>IF MORE SPACE IS NEEDED USE ANOTHER FORM OR A SHEET OF PAPER THE SAME SIZE.</p> <p>(59) OFFENSES CHARGED DRIVER? _____</p>																																																															
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Figure 22-16 (cont'd.)

<ul style="list-style-type: none"> 3. OVERTAKING ON HILL 4. OVERTAKING ON CURVE 5. OVERTAKING AT INTERSECTION 6. IMPROPER PASSING OF SCHOOL BUS 7. CUTTING IN 8. OTHER IMPROPER PASSING 9. WRONG SIDE OF ROAD-NOT OVERTAKING <p>(61) (64)</p> <ul style="list-style-type: none"> 12. DID NOT HAVE RIGHT-OF-WAY 0. FOLLOWING TOO CLOSE 1. FAILED TO SIGNAL OR IMPROPER SIGNAL 2. IMPROPER TURN-WIDE RIGHT TURN 3. IMPROPER TURN-CUT CORNER ON LEFT TURN 4. IMPROPER TURN FROM WRONG LANE 5. OTHER IMPROPER TURNING 6. IMPROPER BACKING 7. IMPROPER START FROM PARKED POSITION 8. DISREGARDED OFFICER OR WATCHMAN 9. DISREGARDED STOP-OR-LIGHT <p>(62) (65)</p> <ul style="list-style-type: none"> 12. DISREGARDED STOP OR YIELD SIGN 0. DISREGARDED SLOW SIGN 1. FAILED TO STOP AT THROUGH HIGHWAY-NO SIGN 2. DROVE THROUGH SAFETY ZONE 3. FAILED TO SET OUT FLARES OR FLAGS 4. FAILED TO DIM HEADLIGHTS 5. DRIVING WITHOUT LIGHT 6. IMPROPER PARKING LOCATION 7. OTHER VIOLATIONS 8. NO VIOLATIONS 	<ul style="list-style-type: none"> 2. BRIDGING-BEFORE APPLYING BRAKES 3. BRIDGING-AFTER APPLYING BRAKES 4. CROWDED OFF ROADWAY 5. HIT AND RUN 6. CAB BAR AWAY-NO DRIVER 7. BLINDED BY LIGHTS <p>PEDESTRIAN ACTIONS (CHECK ONE)</p> <p>(67-68)</p> <ul style="list-style-type: none"> 01. CROSSING AT INTERSECTION-WITH SIGNAL 02. CROSSING AT INTERSECTION-AGAINST SIGNAL 03. CROSSING AT INTERSECTION-NO SIGNAL 04. CROSSING AT INTERSECTION-DIAGONALLY 05. CROSSING NOT AT INTERSECTION-RURAL 06. CROSSING NOT AT INTERSECTION-URBAN 07. COMING FROM BEHIND PARKED CAR 08. GETTING OFF OR ON SCHOOL BUS 09. PLAYING IN ROADWAY 10. GETTING OFF OR ON OTHER VEHICLE 11. HITCHING ON VEHICLE 12. WALKING IN ROADWAY WITH TRAFFIC-SIDEWALES AVAILABLE 13. WALKING IN ROADWAY WITH TRAFFIC-SIDEWALES NOT AVAILABLE 14. WALKING IN ROADWAY AGAINST TRAFFIC-SIDEWALES AVAILABLE 15. WALKING IN ROADWAY AGAINST TRAFFIC-SIDEWALES NOT AVAILABLE 16. WORKING IN ROADWAY 17. STANDING IN ROADWAY 18. LYING IN ROADWAY 19. NOT IN ROADWAY 	<p>OTHER BODY DEFECTS</p> <ul style="list-style-type: none"> 2. OTHER BODY DEFECTS 3. HILL 4. FATIGUED 5. APPARENTLY ASLEEP 6. OTHER HARBOR <p>(CHECK ONE FOR EACH DRIVER AND PASSENGER)</p> <p>(70) (72) (74)</p> <ul style="list-style-type: none"> 12. HAD NOT BEEN DRIVING 0. DRIVING-OBVIOUSLY DRUNK 1. DRIVING-ABILITY IMPAIRED 2. DRIVING-ABILITY NOT IMPAIRED 3. DRIVING-NOT IMPAIRED WHETHER IMPAIRED <p>VEHICLE CONDITION (CHECK ONE FOR EACH VEHICLE)</p> <p>VEHICLE</p> <p>1 2</p> <p>(75) (76)</p> <ul style="list-style-type: none"> 0. NO DEFECTS 1. LIGHTS DEFECTIVE 2. BRAKES DEFECTIVE 3. STEERING DEFECTIVE 4. PUNCTURE OR BLOWOUT 5. WORK ON SLICK TIRES 6. MOTOR TROUBLE 7. OTHER DEFECTS
<ul style="list-style-type: none"> --- MAKING U TURN --- SLOWING OR STOPPING --- STARTING IN TRAFFIC LANE --- STARTING FROM PARKED POSITION --- STOPPED IN TRAFFIC LANE --- PARKED --- BACKING --- PASSING <p>DRIVER VISION OBSCURED (CHECK ONE FOR EACH DRIVER)</p> <p>DRIVER</p> <p>1 2</p> <ul style="list-style-type: none"> --- RAIN, SNOW, ETC. ON WINDSHIELD --- WINDSHIELD OTHERWISE OBSCURED --- VISION OBSCURED BY LOAD ON VEHICLE --- TREES, CRUIPS, ETC. --- BUILDING --- EMBANKMENT --- SHADOBARD --- HILLCREST --- PARKED VEHICLES --- MOVING VEHICLES --- SPECIFY OTHER --- NOT OBSCURED 		
<p>SIGNATURE _____</p> <p>SIGNATURE OF PERSON SUBMITTING REPORT IS REQUIRED</p> <p>IF FILED BY POLICE _____</p> <p>BADGE NO. _____</p> <p>DEPT. _____</p> <p>DATE OF REPORT (77) _____</p> <p>--- WITNESS --- OCCUPANT --- DRIVER</p>		

DO NOT DETACH

TO BE COMPLETED BY INSURANCE COMPANY

DO NOT DETACH

WHEN COVERAGE IS DENIED

To: Division of Motor Vehicles
 Financial Responsibility Department
 P. O. Box 27412
 Richmond, Virginia 23261

The records of the undersigned company show there was no automobile liability insurance policy in force providing Virginia minimum limits of liability required under Section 46.1-504 Code of Virginia for the vehicle involved in the accident shown on the reverse side of this form.

Name of Insurance Company: _____

Signature of authorized representative: _____ Date: _____

Figure 22-16 (cont'd.)

TIME	DATE OF ACCIDENT	MONTH	DATE	YEAR	DAY OF WEEK	HOUR	A.M.	P.M.	DO NOT WRITE IN THIS SPACE	
									(14-15-16)	
COUNTY									CITY OR TOWN	
IF ACCIDENT OCCURRED IN RURAL AREA INDICATE DISTANCE IN MILES AND TENTHS OF MILE FROM NEAREST TOWN. USE TWO DISTANCES AND TWO DIRECTIONS IF NECESSARY.									CITY OR TOWN	
MILES NORTH									MILES SOUTH	
MILES EAST									MILES WEST	
OF									LIMITS OF	
ACCIDENT HAPPENED ON (18-19-20)									GIVE NAME OF STREET OR HIGHWAY NUMBER (U.S. OR STATE). IF NO HIGHWAY NUMBER, IDENTIFY BY NAME	
CHECK AND COMPLETE ONE									NAME OF INTERSECTING STREET OR HIGHWAY NUMBER	
AT ITS INTERSECTION WITH... OR IF									FEET NORTH OF	
NOT AT INTERSECTION									FEET SOUTH	
									FEET EAST	
									FEET WEST	
URBAN - LOCATE TO NEAREST INTERSECTING STREET, HOUSE NUMBER, BRIDGE, RAILROAD CROSSING, ALLEY, DRIVEWAY, UNDERPASS, NUMBERED TELEPHONE POLE, OR OTHER IDENTIFYING LANDMARK.									(22)	
RURAL - LOCATE TO NEAREST INTERSECTION. SHOW EXACT DISTANCE USING TWO DIRECTIONS AND TWO DISTANCES IF NECESSARY.										
									FAT P.I. PD 50 P.D.M.	
									T.T. B.V.S. NSP OFF	
ALIGNMENT (CHECK ONE) (23)		SURFACE CONDITION (CHECK ONE) (24)		TRAFFIC CONTROL (CHECK ONE) (25)		KIND OF LOCALITY (CHECK ONE) (26)		WEATHER (CHECK ONE) SURFACE (27)		
1 STRAIGHT-LEVEL		6 DRY		4 OFFICER OR WATCHMAN		12 BUSINESS OR INDUSTRIAL		1 CLEAR CONCRETE		
2 CURVE-LEVEL		8 WET		1 STOP AND GO LIGHT		0 RESIDENTIAL DISTRICT		2 CLOUDY BLACKTOP		
3 GRADE-STRAIGHT		5 SNOWY		2 STOP SIGN		1 SCHOOL, CHURCH OR PLAYGROUND ZONE		3 FOG BRICK		
4 GRADE-CURVE		7 Icy		3 SLOW OR WARNING SIGN		2 OPEN COUNTRY		4 MIST GRAVEL		
5 HILLCREST STRAIGHT		8 MUDDY		7 RAILROAD GATES OR SIGNALS		LIGHT (CHECK ONE)		5 RAINING DIRT		
6 HILLCREST-CURVE		9 OILY		12 TRAFFIC LANES MARKED		4 DAYLIGHT		6 SNOWING		
7 DIP-STRAIGHT		DEFECTS (CHECK ONE)		5 NO PASSING LINES		5 DUSK		7 SLEETING		
8 DIP-CURVE		12 UNDER REPAIR		0 YIELD SIGN		6 DAWN		8 SMOKE-DRIFT		
		0 LOOSE MATERIAL		9 ONE WAY ROAD OR STREET		7 DARKNESS-STREET OR HIGHWAY LIGHTED		SPECIFY OTHER		
		1 HOLES, RITS, BUMPS		8 RAILROAD WATCHMAN		8 DARKNESS-STREET OR HIGHWAY NOT LIGHTED				
		2 SOFT OR LOW SHOULDER		9 NO TRAFFIC CONTROL						
		3 NO DEFECTS								
YOUR VEHICLE-NO. 1 (28)										
MAKE TYPE (SEDAN, TRUCK, VAN, BUS, ETC.) YEAR WAS VEHICLE INSURED? YES OR NO VEHICLE LICENSE PLATE YEAR (31) STATE NUMBER (32) REG. CHG.										
Driver's Name First Middle Initial Last STREET OR R.F.D. CITY AND STATE BORN (MO. DAY YR.) (35) SEX RACE (36)										
DRIVER'S OCCUPATION DRIVING EXPERIENCE YEARS LICENSE STATE NUMBER ESTIMATED SPEED BEFORE ACC. (34) SPEED LIMIT MAXIMUM SAFE SPEED (37-37) N.P.H. (38-38) N.P.H. (39-39) N.P.H.										
PARTS OF VEHICLE DAMAGED (40) WAS SAFETY BELT INSTALLED? YES NO WAS BELT IN USE? YES NO APPROXIMATE COST TO REPAIR VEHICLE \$										
OTHER VEHICLE-NO. 2 (38)										
MAKE TYPE (SEDAN, TRUCK, VAN, BUS, ETC.) YEAR WAS VEHICLE INSURED? YES OR NO VEHICLE LICENSE PLATE YEAR (41) STATE NUMBER (42) REG. CHG.										
Driver's Name First Middle Initial Last STREET OR R.F.D. CITY AND STATE BORN (MO. DAY YR.) (45) SEX RACE (46)										
DRIVER'S OCCUPATION DRIVING EXPERIENCE YEARS LICENSE STATE NUMBER ESTIMATED SPEED BEFORE ACC. (44) SPEED LIMIT MAXIMUM SAFE SPEED (47-47) N.P.H. (48-48) N.P.H. (49-49) N.P.H.										
PARTS OF VEHICLE DAMAGED (50) WAS SAFETY BELT INSTALLED? YES NO WAS BELT IN USE? YES NO APPROXIMATE COST TO REPAIR VEHICLE \$										
DAMAGE TO PROPERTY OTHER THAN VEHICLES (51) NAME OBJECT, SHOW OWNERSHIP, AND STATE NATURE OF DAMAGE APPROXIMATE COST TO REPAIR \$										
NAME ADDRESS (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)										

NOTE: DO NOT WRITE IN BOXES.

NOTE: DO NOT WRITE IN BOXES.

Figure 22-16 (cont'd.)

LOCATION IN VEHICLE OF PERSONS KILLED AND INJURED.
(CHECK ONE FOR EACH PERSON KILLED AND INJURED)

VEHICLE 1 (55) (56) KILLED	VEHICLE 2 (55) (56) INJURED
----------------------------------	-----------------------------------

1. FRONT LEFT
2. FRONT CENTER
3. FRONT RIGHT
4. REAR LEFT
5. REAR CENTER
6. REAR RIGHT

INDICATE ON THIS DIAGRAM WHAT HAPPENED.

(57) (58)

INSTRUCTIONS

- FOLLOW DOTTED LINES TO DRAW OUTLINE OF ROADWAY AT PLACE OF ACCIDENT.
- NUMBER EACH VEHICLE AND SHOW DIRECTION OF TRAVEL BY ARROW
- USE SOLID LINE TO SHOW PATH BEFORE ACCIDENT. DOTTED LINE AFTER ACCIDENT.
- SHOW PEDESTRIAN BY:
- SHOW BUILDING BY:
- SHOW DISTANCE AND DIRECTIONS TO LANDMARKS; IDENTIFY LANDMARKS BY NAME OR NUMBER.

DESCRIBE WHAT HAPPENED
(REFER TO VEHICLES BY NUMBER)

USE THIS SPACE FOR LISTING ADDITIONAL INJURED PERSONS. ALSO EXPLAIN QUESTIONS NOT FULLY ANSWERED BY CHECKING IN THE SPACES PROVIDED AND REASON FOR SUBMITTING IF SUPPLEMENTARY.

IF MORE SPACE IS NEEDED USE ANOTHER FORM OR A SHEET OF PAPER THE SAME SIZE.

(59)

OPENED
CHARGED DRIVER

<p>DRIVERS' ACTIONS INDICATED (CHECK ONE FOR EACH DRIVER)</p> <p>DRIVER 1 2 (60) (63)</p> <p>1. EXCEEDED SPEED LIMIT 2. EXCEEDED SAFE SPEED BUT NOT SPEED LIMIT 3. OVERTAKING ON HILL 4. OVERTAKING ON CURVE 5. OVERTAKING AT INTERSECTION 6. IMPROPER PASSING OF SCHOOL BUS 7. CUTTING IN 8. OTHER IMPROPER PASSING 9. WRONG SIDE OF ROAD-NOT OVERTAKING</p>	<p>MISCELLANEOUS (CHECK ONE ITEM FOR EACH DRIVER, IF APPLICABLE)</p> <p>DRIVER 1 2 (66)</p> <p>12. AVOIDING PEDESTRIAN 0. AVOIDING OTHER VEHICLE 1. AVOIDING ANIMAL 2. SKIDDING-BEFORE APPLYING BRAKES 3. SKIDDING-AFTER APPLYING BRAKES 4. CROWDED OFF ROADWAY 5. HIT AND RUN 6. CAR RAN AWAY-NO DRIVER 7. BLINDED BY LIGHTS</p>	<p>CONDITION OF DRIVERS AND PEDESTRIAN (CHECK ONE FOR EACH DRIVER AND PEDESTRIAN)</p> <p>DRIVER 1 2 PED (69) (71) (73)</p> <p>0. NO DEFECTS 1. STEERING DEFECTIVE 2. BRAKING DEFECTIVE 3. OTHER BODY DEFECTS 4. FATIGUED 5. APPARENTLY ASLEEP 6. OTHER HANDBICAP</p>	<p>WHAT DRIVERS WERE DOING (CHECK ONE FOR EACH DRIVER)</p> <p>DRIVER 1 2</p> <p>0. GOING STRAIGHT AHEAD 1. MAKING RIGHT TURN 2. MAKING LEFT TURN 3. MAKING U TURN 4. SLOWING OR STOPPING 5. STARTING IN TRAFFIC LANE 6. STARTING FROM PARKED POSITION 7. STOPPED IN TRAFFIC LANE 8. PARKED 9. BACKING 10. PASSING</p>
<p>(61) (64)</p> <p>12. DID NOT HAVE RIGHT-OF-WAY 0. FOLLOWING TOO CLOSE 1. FAILED TO SIGNAL OR IMPROPER SIGNAL 2. IMPROPER TURN-WIDE RIGHT TURN 3. IMPROPER TURN-CUT CORNER ON LEFT TURN 4. IMPROPER TURN FROM WRONG LANE 5. OTHER IMPROPER TURNING 6. IMPROPER BACKING 7. IMPROPER START FROM PARKED POSITION 8. DISREGARDED OFFICER OR WATCHMAN 9. DISREGARDED STOP-OR-LIGHT</p> <p>(62) (65)</p> <p>12. DISREGARDED STOP OR YIELD SIGN 0. DISREGARDED SLOW SIGN 1. FAILED TO STOP AT THROUGH HIGHWAY-NO SIGN 2. DROVE THROUGH SAFETY ZONE 3. FAILED TO SET OUT FLARES OR FLAGS 4. FAILED TO USE HEADLAMPS 5. DRIVING WITHOUT LIGHT 6. IMPROPER PARKING LOCATION 7. OTHER VIOLATIONS 8. NO VIOLATIONS</p>	<p>PEDESTRIAN ACTIONS (CHECK ONE) (67-68)</p> <p>01. CROSSING AT INTERSECTION-WITH SIGNAL 02. CROSSING AT INTERSECTION-AGAINST SIGNAL 03. CROSSING AT INTERSECTION-NO SIGNAL 04. CROSSING AT INTERSECTION-SHAMBALLY 05. CROSSING NOT AT INTERSECTION-RURAL 06. CROSSING NOT AT INTERSECTION-URBAN 07. COMING FROM BEHIND PARKED CARS 08. GETTING OFF OR ON SCHOOL BUS 09. PLAYING IN ROADWAY 10. GETTING OFF OR ON OTHER VEHICLE 11. HITCHHIKING ON VEHICLE 12. WALKING IN ROADWAY WITH TRAFFIC-SIDEWALKS AVAILABLE 13. WALKING IN ROADWAY WITH TRAFFIC-SIDEWALKS NOT AVAILABLE 14. WALKING IN ROADWAY AGAINST TRAFFIC-SIDEWALKS AVAILABLE 15. WALKING IN ROADWAY AGAINST TRAFFIC-SIDEWALKS NOT AVAILABLE 16. DOORING IN ROADWAY 17. STANDING IN ROADWAY 18. LYING IN ROADWAY 19. NOT IN ROADWAY</p>	<p>(CHECK ONE FOR EACH DRIVER AND PEDESTRIAN) (70) (72) (74)</p> <p>12. HAD NOT BEEN DRINKING 0. DRINKING-OBVIOUSLY DRUNK 1. DRINKING-ABILITY IMPAIRED 2. DRINKING-ABILITY NOT IMPAIRED 3. DRINKING-NOT KNOWN WHETHER IMPAIRED</p> <p>VEHICLE CONDITION (CHECK ONE FOR EACH VEHICLE) (75) (76)</p> <p>VEHICLE 1 2</p> <p>0. NO DEFECTS 1. LIGHTS DEFECTIVE 2. BRAKES DEFECTIVE 3. STEERING DEFECTIVE 4. PUNCTURE OR BLOWOUT 5. DOOR OR SLICK TIGHT 6. MOTOR TROUBLE 7. OTHER DEFECTS</p>	<p>DRIVER VISION OBSCURED (CHECK ONE FOR EACH DRIVER)</p> <p>DRIVER 1 2</p> <p>0. RAIN, SNOW, ETC. ON WINDSHIELD 1. WINDSHIELD OPTICALLY OBSCURED 2. VISION OBSCURED BY LOAD ON VEHICLE 3. TREES, CROPS, ETC. 4. BUILDING 5. OBSTRUCTION 6. SHADOWS 7. HILLCREST 8. PARKED VEHICLES 9. MOVING VEHICLES 10. SPECIFY OTHER 11. NOT OBSCURED</p>

SIGNATURE.....

SIGNATURE OF PERSON SUBMITTING REPORT IS DENIED.....

IF FILED BY POLICE.....

BADGE NO.

DEPT.

DATE OF REPORT (77)

BY WITNESS
OCCUPANT
DRIVER

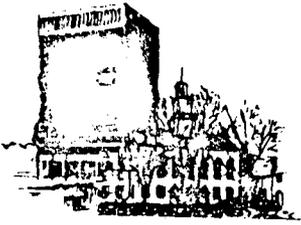
Figure 22-16 (cont'd.)

TOW IN RECORD		COUNTY OF FAIRFAX, VIRGINIA POLICE DEPARTMENT		NO. 056082A	CASE NO.																																																																										
THE BELOW LISTED MOTOR VEHICLE WAS: 1 <input type="checkbox"/> SEIZED 2 <input type="checkbox"/> FOUND ON THIS _____ DAY OF _____ 19____																																																																															
AT _____ HOURS ON _____																																																																															
		ROUTE NO.	LOCATION	AREA																																																																											
YEAR	MAKE	MODEL	SERIAL NO.	TAG NO.	STATE																																																																										
TAKEN FROM: _____			ADDRESS _____																																																																												
OWNER: _____			ADDRESS _____																																																																												
STORED AT: _____			ADDRESS _____																																																																												
REASON TOWED IN: 1 <input type="checkbox"/> ACCIDENT 3 <input type="checkbox"/> TRAFFIC HAZARD 5 <input type="checkbox"/> STOLEN OFFICER _____ UNIT NO. _____																																																																															
2 <input type="checkbox"/> ABANDON 4 <input type="checkbox"/> DRIVER ARRESTED 6 <input type="checkbox"/> OTHER _____																																																																															
THIS VEHICLE: 1 <input type="checkbox"/> MAY BE RELEASED TO OWNER 2 <input type="checkbox"/> HELD AS EVIDENCE 3 <input type="checkbox"/> HELD FOR DISPOSITION OF COURT																																																																															
SUPERV. _____																																																																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
CASE NO.	AREA	OFFICER	UNIT	DAY	MO.	YR.	STATE	TAG NO.	YEAR	MAKE	MODEL	SERIAL NO.	ROUTE	STORED	REASON RELEASE CONTROL																																																																

FAIRFAX COUNTY, VIRGINIA
JAN 080011

FAIRFAX COUNTY POLICE
TOW IN RECORD
PD 07C

Figure 22-18



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
 FAIRFAX, VIRGINIA 22030



NOTICE OF TOW-IN

Date:

Case No.:

Dear

The Fairfax County Police Department has impounded your _____
 Year

Make of Vehicle	State License No.	V.I.N. or Engine No.
as a result of:	Abandoned <input type="checkbox"/>	Traffic Accident <input type="checkbox"/>
Arrest <input type="checkbox"/>	Recovery of Stolen Vehicle <input type="checkbox"/>	Motor Vehicle Law Violation <input type="checkbox"/>
		Evidence <input type="checkbox"/>

Your vehicle is stored at _____

and proof of ownership is required to claim your property. You may obtain further information from the Undersigned.

Very truly yours,

Officer _____

_____ District Station

Telephone _____

cc: Central Records Section
 Division of Motor Vehicles

P.D. FORM 48 (REV. 6/73)

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

FAIRFAX COUNTY, VIRGINIA

18058119

<input type="checkbox"/>	CHANGE OVER NOT WORKED	<input type="checkbox"/>	CHANGE OVER WORKED	<input type="text"/>	EMPL. NO.	<input type="text"/>	LAST NAME	<input type="text"/>	FIRST INIT.	<input type="text"/>	MIDDLE INIT.
<input type="text"/>	CASES ASSIGNED	<input type="text"/>	HRS. SPEC. DUTY	<input type="text"/>	DAY OFF	<input type="text"/>	UNIT NO.	<input type="text"/>	<input type="text"/>	<input type="text"/>	MILES TRAVELED
<input type="text"/>	WARRANTS	<input type="text"/>	HRS. COURT	<input type="text"/>	ANNUAL LV.	<input type="text"/>	SHIFT & DIVISION	<input type="text"/>	<input type="text"/>	<input type="text"/>	GAS-GALLONS
<input type="text"/>	HRS. PATROL	<input type="text"/>	HRS. WR. RPTS.	<input type="text"/>	SICK LV.	<input type="text"/>	DUTY STATION	<input type="text"/>	<input type="text"/>	<input type="text"/>	OIL-QTS
<input type="text"/>	HRS. TR. CONTROL	<input type="text"/>	HRS. OFFICE DUTY	<input type="text"/>	COMP. LV.	<input type="text"/>	DAY	<input type="text"/>	<input type="text"/>	<input type="text"/>	ARRESTS MADE
<input type="text"/>	HRS. APP. INVES.	<input type="text"/>	HRS. OTHER DUTY	<input type="text"/>	OTHER LV.	<input type="text"/>	MONTH & YEAR	<input type="text"/>	<input type="text"/>	<input type="text"/>	WARRANTS ISSUED
<input type="text"/>	HRS. CRIM. INVES.	<input type="text"/>	TOTAL HOURS	<input type="text"/>	TOTAL HOURS LV.	<input type="text"/>	VEHICLE NO.	<input type="text"/>	<input type="text"/>	<input type="text"/>	AREA ASGD.
<input type="text"/>	HRS. OTHER INVES.	<input type="text"/>	COMP. TIME EARNED	<input type="text"/>	SUSPENSION	<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>	

OFFICER'S SIGNATURE: _____ SQUAD NUMBER: _____ APPROVED BY: _____

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
EMPL. NO.	LAST NAME																FIRST INIT.	MIDDLE INIT.	UNIT NO.	DIVISION	DAY	MONTH	YEAR	VEH. NO.	TOTAL MILE	GAL.	OIL	ARR.	MADE	WARNINGS ISSUED	CASES ASSGD.	SQUAD NO.	HRS. PATROL	HRS. TR.	HRS. CONT.	HRS. ACC. INV.	HRS. CRIM. INV.	HRS. OTH. INV.	HRS. SPEC. DUTY	HRS. IN COURT	HRS. WR. RPTS.	HRS. STICE DUTY	HRS. DIR. UNIT	HRS. TOTAL	COMP. EARNED	DAY OFF	ANNUAL	SICK	OTHER	TOTAL	SUSPEN	CONTROL																											

FAIRFAX COUNTY POLICE REV. 11-1-65
PD 01

Figure 22-20

ASAP
POLICE DEPARTMENT
VEHICLE REPORT

VEHICLE NO. _____ ASSIGNMENT _____ DATE BEGUN _____ TIME BEGUN _____
DATE ENDED _____ TIME ENDED _____

EXACT MILEAGE: BEGINNING OF TOUR _____
END OF TOUR _____

GASOLINE ADDED: _____ GALS. TRANS. FLUID ADDED: _____ QTS. OIL ADDED: _____ QTS.

I examined the above vehicle and found the following conditions: (example, low tire pressure)
NONE

Interior of vehicle inspected and following conditions noted:
NONE PASSENGER COMPARTMENT: _____
TRUNK: _____

At the end of the tour, I found the following damages: SAME AS ABOVE

Was this damage reported during your tour of duty? YES NO
If yes, give case number _____. Incident other than accident? YES NO
(ATTACH COPY OF REPORT)

Please list all maintenance needed on this vehicle: _____

OFFICER'S SIGNATURE _____

UNIT NUMBER _____

Figure 22-21